



# TOWN PLANNING REPORT IMPACT ASSESSABLE DEVELOPMENT APPLICATION

MATERIAL CHANGE OF USE FOR WAREHOUSE, LOW IMPACT  
INDUSTRY AND MEDIUM IMPACT INDUSTRY  
UPON LAND LOCATED AT  
804-816 BOUNDARY ROAD, RICHLANDS QLD 4077  
(LOTS 1 & 2 ON RP83710)

**ON BEHALF OF**  
ORIGIN PROPERTY MANAGEMENT PTY LTD AS TRUSTEE  
FOR ALSPACE PROPERTY GROUP UNIT TRUST

OUR REFERENCE: 260138



### PROJECT DETAILS

**Applicant:** Origin Property Management Pty Ltd as trustee for Alspace Property Group Unit Trust

**Project Address:** 804-816 Boundary Road, Richlands QLD 4077

**TPA Project Number:** 260138

**TPA Project Contact:** Vu Nguyen  
Tom Kedda  
Melissa Grant

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### DOCUMENT CONTROL

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1	2	Town Planning Alliance Pty Ltd
1	2	Brisbane City Council
1	2	Origin Property Management Pty Ltd as trustee for Alspace Property Group Unit Trust

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## 1 EXECUTIVE SUMMARY

This report is submitted on behalf of *Origin Property Management Pty Ltd as trustee for Alspace Property Group Unit Trust* in support of a Material Change of Use (Development Permit) for a Warehouse, Low impact industry & Medium impact industry upon land located at 804-816 Boundary Road, Richlands QLD 4077, more particularly described as Lots 1 & 2 on RP83710. This report addresses the merits of the proposed development with respect to the provisions of the *Brisbane City Plan 2014* and the relevant components of the *Planning Act 2016*.

The proposed development seeks to establish an industrial development inclusive of Warehouse, Low impact industry and Medium impact industry land uses split across 28x 'micro-warehouse' attached units with a gross floor area (GFA) varying from 362m<sup>2</sup> to 498m<sup>2</sup>. The proposed development is 2 storeys in height, with each tenancy containing a ground level and a small office on the upper level. The proposal will also provide a total of 173 car parking spaces, inclusive of 2 spaces for persons with disabilities.

Under the *Brisbane City Plan 2014*, the subject site is identified as being located within the General industry C zone precinct of the Industry zone. In accordance with the City Plan, the Industry zone is envisaged to provide for a variety of industry activities with the General industry C zone precinct providing for high impact industry uses and compatible medium impact uses.

Specifically, the overall outcomes for development location and uses include the following:

- Development facilitates and maintains the long-term viability of industrial uses by encouraging a broad range of industry that is compatible with adjacent residential areas;
- Development provides for industrial uses appropriate to the zone precinct; and
- Development avoids or minimises noise and air emissions to meet noise and air quality criteria at sensitive zones.

The proposal is identified as being consistent with the overall outcomes for the Industry zone as per the following:

- The proposed development provides for 28 units varying in size to allow for diverse low and medium impact industry uses;
- The site is located within the General industry C zone precinct which envisages medium impact industry uses; and
- The subject site is located at least 200m from the nearest sensitive zone and will therefore meet noise and air quality standards.

Overall, the proposal is identified as meeting the relevant requirements of the *Brisbane City Plan 2014*. As such, the application should be approved subject to reasonable and relevant conditions

## 2 PROJECT OVERVIEW

Applicant Name	Origin Property Management Pty Ltd as trustee for Alspace Property Group Unit Trust		
Site Address	804-816 Boundary Road, Richlands QLD 4077		
Real Property Description	Lots 1 & 2 on RP83710		
Area of Site	20,650m <sup>2</sup>		
Development Scheme	Brisbane City Plan 2014 – Version 35		
Zone	IN3 Industry (General industry C)		
Neighbourhood Plan	Richlands-Wacol corridor neighbourhood plan - Richlands central precinct (NPP-002)		
Proposed Development	Material Change of Use (Development Permit) for a Warehouse, Low impact industry & Medium impact industry		
Application Type	Aspects of Development	Type of Approval Required	
		Preliminary Approval	Development Permit
	Material Change of Use		✓
	Reconfiguring a Lot		
	Building Work		
	Operational Work		
Level of Assessment	Impact Assessment		
Pre-lodgement / Consultation History	N/A		
Public Notification	Yes – 15 business days		
Referral Agencies	Referral Agency	Trigger	
	SARA	Schedule 10, Part 9, Subdivision 2, Table 4, Item 8(b)(ii)	
	Powerlink (non-SARA)	Schedule 10, Part 9, Division 2, Table 2	
Specialist Reports	<ul style="list-style-type: none"> <li>▪ Architectural Proposal Plans prepared by <i>CPO Architects</i>;</li> <li>▪ Landscape Concept Plan prepared by <i>LAUDink</i>;</li> <li>▪ Traffic Report prepared by <i>Q Traffic</i>;</li> <li>▪ Ecology Report prepared by <i>Litoria</i>;</li> <li>▪ Needs Impact Assessment prepared by <i>Urban Metrics</i>;</li> <li>▪ Civil Code Compliance Report prepared by <i>Rodgers Consulting Services</i>;</li> <li>▪ Civil Concept Plans prepared by <i>Rodgers Consulting Services</i>; and</li> <li>▪ Site Based Stormwater Management Plan prepared by <i>Rodgers Consulting Services</i>.</li> </ul>		
Applicant Contact	Vu Nguyen / Tom Kedda / Melissa Grant		
Applicant Email	<a href="mailto:eda@tpalliance.com.au">eda@tpalliance.com.au</a>		

### 3 BACKGROUND & SITE CHARACTERISTICS

#### 3.1 Site Details

Site Address	804-816 Boundary Road, Richlands QLD 4077
Real property description	Lots 1 & 2 on RP83710
Area of site	20,650m <sup>2</sup>
Zone	IN3 Industry (General industry C) zone

The subject site is located at 804-816 Boundary Road, Richlands QLD 4077, more particularly described as Lots 1 & 2 on RP83710. The site represents a rectangular shaped allotment with a total area of 20,650m<sup>2</sup> and a frontage to Boundary Road of approximately 110m and a secondary frontage to Kelliher Road of approximately 199m.



Figure 1: Aerial image of subject site (Nearmap, December 2025).

### 3.2 Location

Under the *Brisbane City Plan 2014*, the subject site is identified within the General industry C zone precinct of the Industry zone and the Richlands central precinct of the Richlands-Wacol corridor neighbourhood plan. The surrounding locality is identified as predominately within the Industry zone. The surrounding zoning designations are illustrated within Figure 2 below.

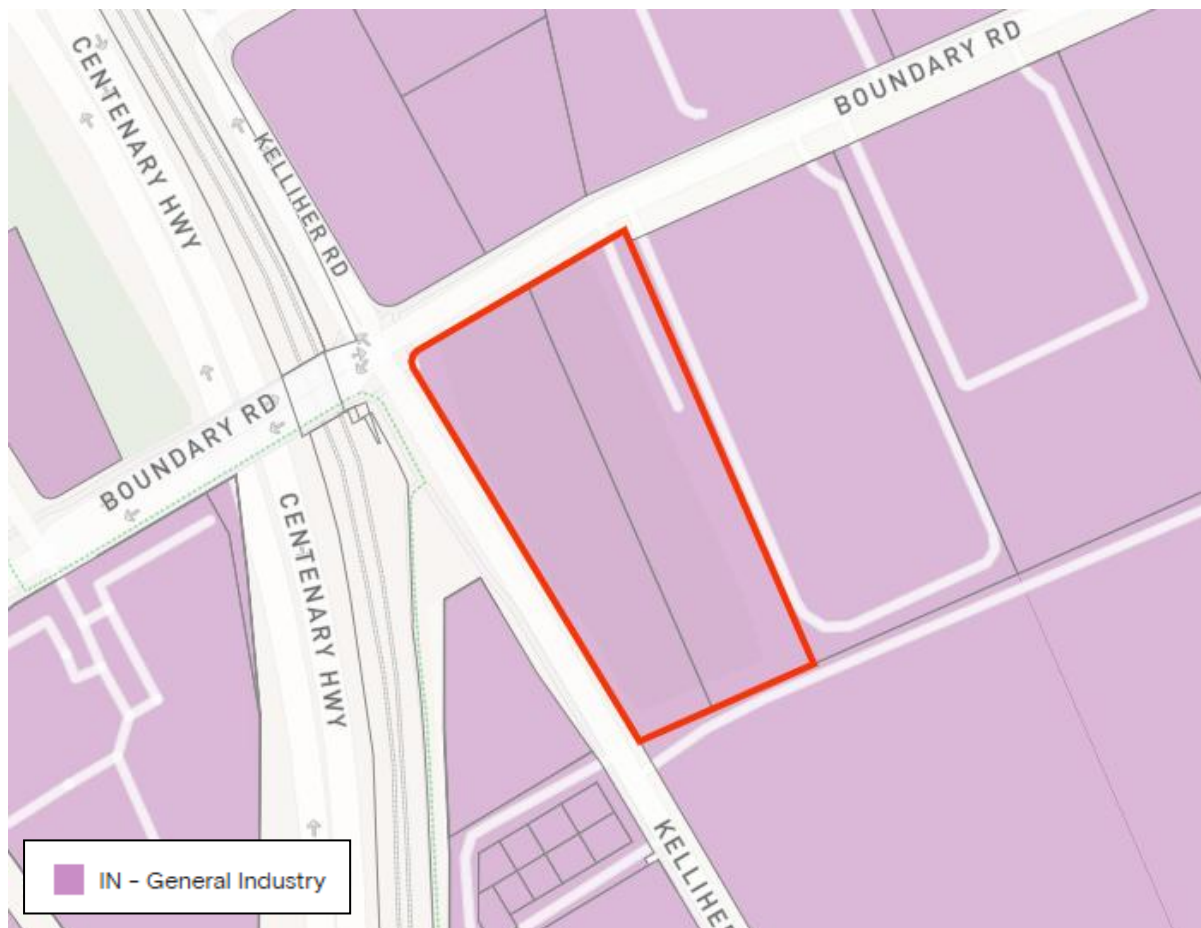


Figure 2: Surrounding zoning designations.

### 3.3 Site Characteristics

The subject site comprises a generally rectangular configuration encompassing a total area of 20,650m<sup>2</sup>. The subject site benefits from a frontage to Boundary Road of approximately 110m and a secondary frontage to Kelliher Road of approximately 199m. Under the Road hierarchy overlay, Boundary Road is identified as a Suburban road with Kelliher Road identified as a District road.

#### 3.3.1 Vegetation

The subject site is identified within the Biodiversity areas overlay mapping under the *Brisbane City Plan 2014* and the Core koala habitat mapping under the *Planning Regulation 2017*. Nonetheless, and as identified within Figure 1, the subject site has recently been cleared in accordance with the Vegetation Retention Plan approved under A003895319 and as such, is devoid of any vegetation. The proposed development does not involve any further removal of vegetation.

#### 3.3.2 Flooding

The subject site is not located within any creek, river or overland flow mapping. As such, the proposed development will not be impacted by flooding.

### 3.3.3 Topography

The subject site experiences a topographical cross fall from approximately 35mAHD in the north-eastern corner of the site to approximately 30mAHD in the south-western corner.

### 3.3.4 Infrastructure

The subject site is within an urbanised location and supports established urban uses. Accordingly, the subject site benefits from existing connections to the necessary urban infrastructure, including reticulated water, sewerage, electricity, and telecommunications.

### 3.3.5 Easements

The subject site is burdened by a registered Powerlink easement adjacent to the eastern boundary.

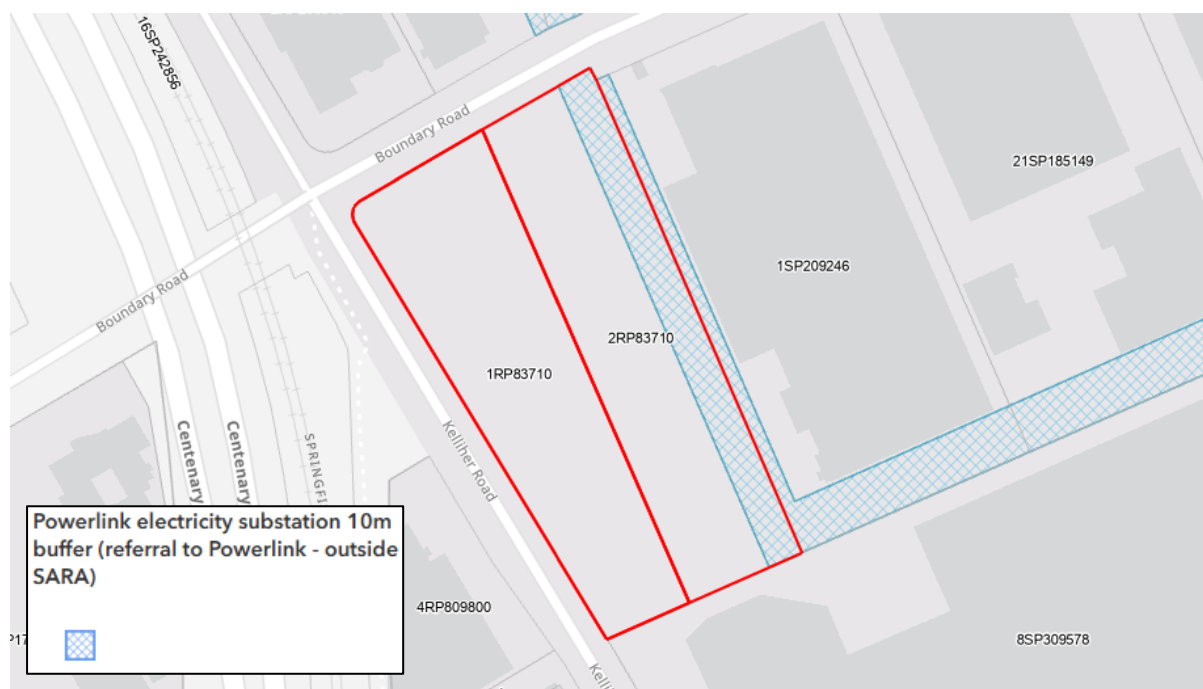


Figure 3: Powerlink easement.

## 3.4 Site History

A summary of the site's development history after review of Brisbane City Council's *Development.i* tool is detailed below.

- **A003895319 | Material Change of Use & Carry out Building Work – February 2016**  
On 26 February 2016, the Planning and Environment Court brought down a judgment for Brisbane City Council to grant a Development Permit for the Material change of use and Building work for a new Warehouse.
- **A005208806 | Extension to Currency Period – November 2019**  
On 13 November 2019, the Planning and Environment Court adjudged that a 4 year extension to the currency period be approved by Brisbane City Council. The extension brought the currency period to 26 February 2024.
- **A006939151 | Extension to Currency Period – March 2026**  
On 13 March 2026, Brisbane City Council granted an extension to the currency period. The currency period of the current development application is 26 February 2028.

No other development applications or approvals were cited during the preparation of this application.

## 4 PROPOSAL

### 4.1 Development Overview

As noted, the proposed development seeks to establish an industrial development inclusive of Warehouse, Low impact industry and Medium impact industry land uses split across 28x 'micro-warehouse' attached units to be delivered over two (2) stages. The proposed development is 2 storeys in height, with each tenancy containing a ground level and a small office on the upper level. The proposed development will result in tenancies with gross floor areas (GFA) varying from 362m<sup>2</sup> to 498m<sup>2</sup>. The proposal will adopt the use of a high quality and well-articulated built form that will integrate with the surrounding uses of the area.



*Figure 4: Artist impression of proposed development.*

Specifically, the proposal comprises 28 individual tenancies in a two (2) storey built form, each containing the following:

- A dual access point to the ground level via a roller door and glass doorway;
- Internal stairs to the upper-level office area; and
- Approximately two (2) car parking spaces for each tenancy with an additional 115 spaces for general parking.

The proposed development achieves a well-articulated built form through the inclusion of variations in the building form, recesses, projections, variation in materials, colours and textures and landscaping. The proposal will provide for well-defined vehicular entry points via three (3) crossovers, specifically two (2) from Kelliher Road and the third from Boundary Road. Further, the development seeks to provide a new internal road and circulation area, car parking, services and a communal recreational area in the southern and northern portions of the site.

Excerpts of the proposed floor plans are provided below with the development detailed further within the enclosed Architectural Proposal Plans prepared by *CPO Architects*.

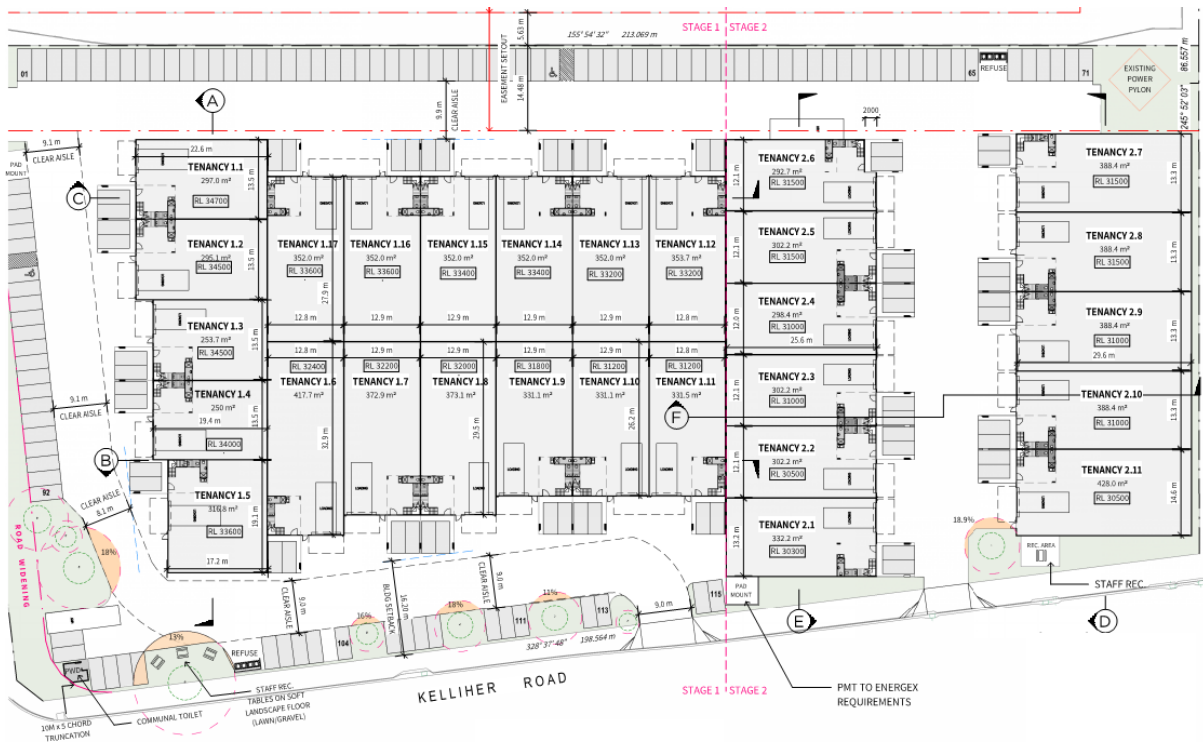


Figure 5: Proposed ground floor plan.

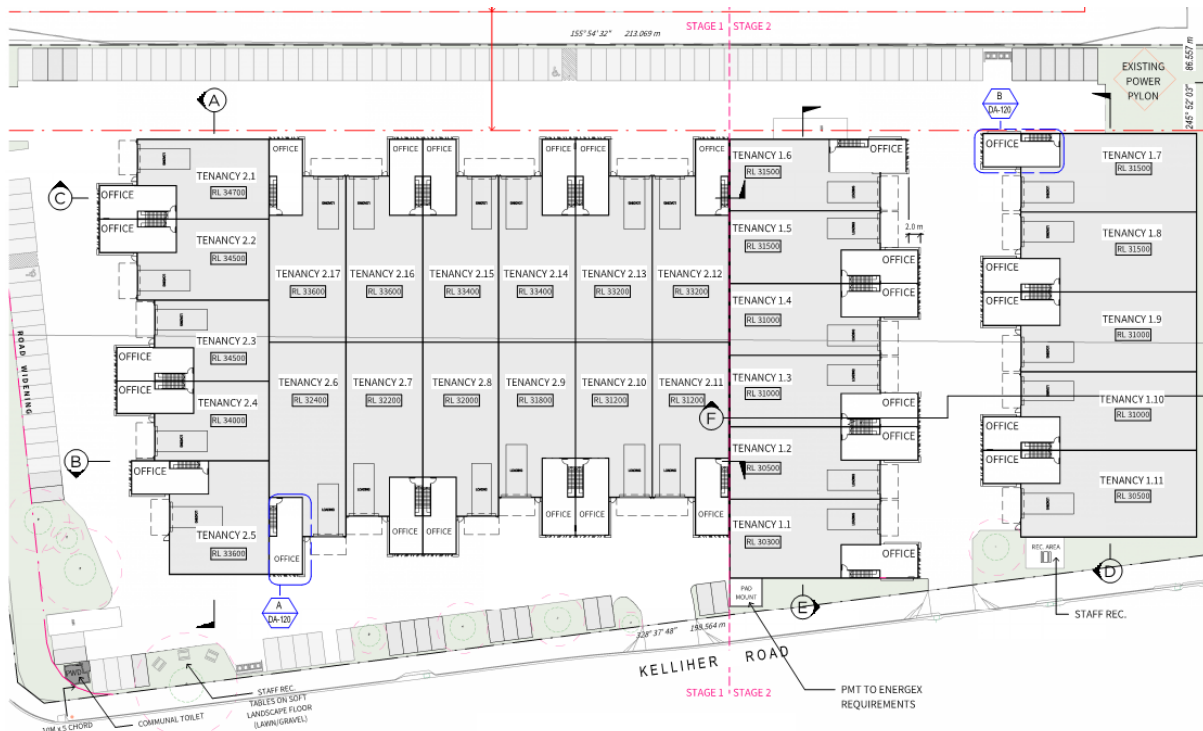


Figure 6: Proposed office level floor plan.

The proposed tenancy layout is further detailed within Table 1 below.

**Table 1:** Ground floor area (GFA) of proposed tenancies for Stage 1.

Tenancy	Ground Floor GFA	Office GFA	Total GFA
<b>Stage 1</b>			
Tenancy 1.1	297.0m <sup>2</sup>	70m <sup>2</sup>	367.0m <sup>2</sup>
Tenancy 1.2	295.1m <sup>2</sup>	70m <sup>2</sup>	365.1m <sup>2</sup>
Tenancy 1.3	253.7m <sup>2</sup>	70m <sup>2</sup>	323.7m <sup>2</sup>
Tenancy 1.4	250.0m <sup>2</sup>	70m <sup>2</sup>	320.0m <sup>2</sup>
Tenancy 1.5	316.8m <sup>2</sup>	70m <sup>2</sup>	386.8m <sup>2</sup>
Tenancy 1.6	417.7m <sup>2</sup>	70m <sup>2</sup>	487.7m <sup>2</sup>
Tenancy 1.7	372.9m <sup>2</sup>	70m <sup>2</sup>	442.9m <sup>2</sup>
Tenancy 1.8	373.1m <sup>2</sup>	70m <sup>2</sup>	443.1m <sup>2</sup>
Tenancy 1.9	331.1m <sup>2</sup>	70m <sup>2</sup>	401.1m <sup>2</sup>
Tenancy 1.10	331.1m <sup>2</sup>	70m <sup>2</sup>	401.1m <sup>2</sup>
Tenancy 1.11	331.5m <sup>2</sup>	70m <sup>2</sup>	401.5m <sup>2</sup>
Tenancy 1.12	353.7m <sup>2</sup>	70m <sup>2</sup>	423.7m <sup>2</sup>
Tenancy 1.13	352.0m <sup>2</sup>	70m <sup>2</sup>	422.0m <sup>2</sup>
Tenancy 1.14	352.0m <sup>2</sup>	70m <sup>2</sup>	422.0m <sup>2</sup>
Tenancy 1.15	352.0m <sup>2</sup>	70m <sup>2</sup>	422.0m <sup>2</sup>
Tenancy 1.16	352.0m <sup>2</sup>	70m <sup>2</sup>	422.0m <sup>2</sup>
Tenancy 1.17	352.0m <sup>2</sup>	70m <sup>2</sup>	422.0m <sup>2</sup>
<b>Total Stage 1 GFA</b>			<b>6,873.7m<sup>2</sup></b>

**Table 2:** Ground floor area (GFA) of proposed tenancies for Stage 2.

Tenancy	Ground Floor GFA	Office GFA	Total GFA
<b>Stage 2</b>			
Tenancy 2.1	332.2m <sup>2</sup>	70m <sup>2</sup>	402.2m <sup>2</sup>
Tenancy 2.2	302.2m <sup>2</sup>	70m <sup>2</sup>	372.2m <sup>2</sup>
Tenancy 2.3	302.2m <sup>2</sup>	70m <sup>2</sup>	372.2m <sup>2</sup>
Tenancy 2.4	298.4m <sup>2</sup>	70m <sup>2</sup>	368.4m <sup>2</sup>
Tenancy 2.5	302.2m <sup>2</sup>	70m <sup>2</sup>	372.2m <sup>2</sup>
Tenancy 2.6	292.7m <sup>2</sup>	70m <sup>2</sup>	362.7m <sup>2</sup>
Tenancy 2.7	388.4m <sup>2</sup>	70m <sup>2</sup>	458.4m <sup>2</sup>
Tenancy 2.8	388.4m <sup>2</sup>	70m <sup>2</sup>	458.4m <sup>2</sup>
Tenancy 2.9	388.4m <sup>2</sup>	70m <sup>2</sup>	458.4m <sup>2</sup>
Tenancy 2.10	388.4m <sup>2</sup>	70m <sup>2</sup>	458.4m <sup>2</sup>
Tenancy 2.11	428.0m <sup>2</sup>	70m <sup>2</sup>	498.0m <sup>2</sup>
<b>Total Stage 2 GFA</b>			<b>4,581.5m<sup>2</sup></b>

## 4.2 Proposed Land Uses

As detailed within Tables 1 and 2 above, the proposed development seeks to establish 28x micro-warehouse units varying in size and designed to accommodate Warehouse, Low impact industry and Medium impact industry land uses. It is therefore acknowledged the proposed development requires consideration against Performance Outcome PO4 of the Industry code given the nature and scale of the warehouse uses proposed within the General Industry C zone precinct.

Performance Outcome PO4 of the Industry code within the *Brisbane City Plan 2014* states that development:

**PO4**

*Development for a warehouse in the General industry C zone precinct of the Industry zone:*

- a. *is limited to large format logistics and distribution centres;*
- b. *requires separation from sensitive uses provided by the precinct due to potential amenity impacts from the scale and intensity of operation;*
- c. *does not compromise the long-term capacity of the precinct to meet demand for high impact industry.*

The proposed development satisfies Performance Outcome PO4 for the following reasons:

**Consistency with intended industrial outcomes**

While PO4 references large-format logistics and distribution centres, the subject site is also located within the Richlands central precinct of the Richlands-Wacol corridor neighbourhood plan. The overall outcomes for this precinct clearly state that industrial areas in this precinct are developed predominantly for low impact industry and medium impact industry.

Further, a Needs Impact Assessment has been prepared by *Urban Metrics* and is enclosed within this application for assessment. Within the assessment, it is noted that smaller scale tenancies are a sought after built form within this particular area, given the proximity of the site to the motorway and high frequency public transport stations. The proposed development also seeks to act as a buffer or transition between the lower intensity industrial uses to the west and the large-format industry uses to the east.

The proposed development model directly aligns with this strategic intent. The scale, configuration and operational characteristics of the 28 attached units are appropriate for the low and medium impact industry uses anticipated within the precinct and reflect the evolving industrial profile of the Richlands area.

**Appropriate separation from sensitive uses**

The proposed development provides substantial separation from sensitive land uses, with the site achieving and approximate distance of 770m from the nearest residential zoned land. The low and medium impact industrial activities proposed are compatible with the surrounding industrial environment and do not introduce amenity impacts beyond those expected within the General industry C zone precinct. The design and layout ensure that potential impacts such as noise, traffic and general industrial activity remain within acceptable thresholds.

**Protection of long-term high-impact industry capacity**

The proposal does not compromise the long-term capacity of the precinct to accommodate high impact industry. The subject site is located within a part of the Richlands central precinct specifically identified for low and medium impact industry outcomes. As such, the development does not displace or constrain land strategically required for high impact industry operations.

The scale and form of the micro-warehouses complement the broader industrial structure of the precinct and do not impede the future development potential or operational efficiency of surrounding higher-order industrial land. As such, the proposed development is seen to achieve the requirements of Performance Outcome PO4 of the Industry code and Overall Outcome 5(a) of the Richlands-Wacol corridor neighbourhood plan.

**4.3 Building Height**

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The proposed development seeks to deliver a two (2) storey built form with a maximum height of approximately 10.5m above natural ground level at its highest point.

Importantly, the proposed development is located a minimum of 150m from the nearest sensitive zone to the south-east. Accordingly, the proposed development is seen to achieve the requirements of AO11.2 of the Industry code within the *Brisbane City Plan 2014*. For further information on the proposed building height, please refer to the enclosed Architectural Proposal Plans prepared by *CPO Architects*.

### 4.4 Setbacks

The proposed setbacks for the new development are detailed below in the following table.

Table 3: Industry code building parameters.

Component	Requirement	Proposal	Compliance
North (front)	6m	Approx. 22m	✓
East (side)	Not specified	Approx. 21m	N/A
South (side)	Not specified	Approx. 1.3m	N/A
West (front)	6m	Approx. 2.3m	✗

As identified in Table 1 and in accordance with the Industry code of the *Brisbane City Plan 2014*, the proposed development is generally compliant with Acceptable Outcome AO12.3. Notwithstanding this, it is acknowledged that a performance solution is required in relation to the western (front) boundary setback.

Figure 7 demonstrates that a minor portion of the built form associated with Tenancies 2.1 and 2.11 encroaches into the 6-metre setback to Kelliher Road. Consequently, the development seeks assessment against the corresponding Performance Outcome PO12 of the Industry code.



Figure 7: Encroachment into front setback allowance highlighted in red.

Performance Outcome PO12 of the Industry code within the *Brisbane City Plan 2014* states the following:

**PO12**

Development:

- a. is of a scale and design which contributes positively to the visual character of the area, especially as seen from the street;
- b. is easily accessible and legible;
- c. designs and locates vehicle unloading and outdoor storage areas to be unobtrusive from the street;
- d. is designed to accommodate the car parking and servicing demands of the wide range of industry and warehouse uses supported in the relevant zone or zone precinct.

The proposed development satisfies Performance Outcome PO12 of the Industry code for the following reasons:

**Positive contribution to visual character**

The development is of a compatible scale and built form for land within the Industry zone. The proposed tenancies are consistent with the established industrial character of the surrounding area and maintain an appropriate interface with Kelliher Road and Boundary Road. The minor encroachment into the front setback does not result in adverse visual impacts and the overall design contributes positively to the streetscape with building articulation and appropriate materials.

**Accessible and legible design**

Access to the site is clearly identifiable from both Kelliher Road and Boundary Road. The internal layout provides safe vehicle and pedestrian movement, ensuring the development is easily navigated by visitors, staff and service vehicles.

**Unobtrusive servicing and storage areas**

No outdoor storage areas are proposed as part of the development. Communal waste storage areas are located adjacent to Kelliher Road and the eastern boundary which will be appropriately screened to ensure they are not visible from the street or adjoining properties, thereby maintaining a high-quality presentation to the public realm.

**Adequate car parking and servicing provision**

The development provides the required number of car parking spaces in accordance with the Transport, access, parking and servicing planning scheme policy. The layout accommodates efficient vehicle circulation and servicing arrangements suitable for the range of industrial and warehouse uses anticipated within the zone.

Taken together, the proposed development is considered to achieve the requirements of PO12 of the Industry code within the *Brisbane City Plan 2014*.

**4.5 Site Cover**

The proposed development results in a total site cover of approximately 55% as notated within the enclosed Architectural Proposal Plans prepared by *CPO Architects*.

As identified within the Industry code, AO12.1 prescribes a maximum site cover for development located in the Industry zone of 75%. As such, the proposed site cover is considered compliant with the requirements of the scheme.

**4.6 Landscaping**

The proposed development seeks to provide landscaping throughout the site that is compatible with the proposed use. An excerpt of the Landscape Concept Plan prepared by *LAUDink* is provided in Figure 8 below.



Figure 8: Landscape concept plan.

As detailed within the above figure and enclosed Landscape Concept Plan, the proposal provides for landscaping features along the frontages to Boundary and Kelliher Road and throughout the site to enhance visual amenity and soften the overall built form. The proposed landscape concept is a mix between retaining existing, well-established vegetation and providing new species throughout the site. Importantly, where vegetation is to be retained, groundcovers are proposed over the root protection zone.

Moreover, the proposed development seeks to provide 9 street trees along both frontages. Furthermore, buffering shrubs are proposed along the eastern boundary to provide amenity and screening to the carpark and property boundary. For further details and information on proposed species types, please refer to the enclosed Landscape Concept Plan prepared by *LAUDink*.

## 4.7 Access, Servicing & Manoeuvring

### 4.7.1 Access

The proposed development seeks access from Boundary Road via a single crossover in addition to Kelliher Road via two crossovers. The proposed access arrangement will provide for viable circulation through the subject site whilst also ensuring safe ingress and egress for all vehicles seeking access to the development. Moreover, the proposed access will be limited to left-in and left-out arrangement as per the requirements of the Transport, access, parking and servicing (TAPS) code. For further details, please refer to the enclosed Traffic Impact Assessment prepared by *Q Traffic*.

### 4.7.2 Parking

The proposed development seeks to provide car parking arrangements for the new 28 units. In accordance with Table 14 of the Transport, access, parking and servicing planning scheme policy within the *Brisbane City Plan*, the parking rate for a warehouse use is 2 spaces per tenancy plus 1 space per 100sqm of GFA. As detailed within the Architectural Proposal Plans prepared by *CPO Architects*, the proposed development results in a total of 173 spaces, inclusive of 2 PWD compliant spaces. Specifically, the car parking arrangement will be provided as detailed within the table below.

**Table 4:** Proposed carp parking arrangement for Stage 1 and 2.

	Required	Provided
<b>Tenancy Car Parking</b>		
Stage 1	34	34
Stage 2	22	22
<b>General Car Parking</b>		
Stage 1	91	91
Stage 2	24	24
<b>PWD Car Parking</b>		
Stage 1	0	1
Stage 2	2	1
	<b>Total</b>	<b>173 Spaces</b>

As detailed within Table 4 above, the proposed development results in a marginal parking surplus of 2 standard spaces. For further information, please refer to the enclosed Architectural Proposal Plans prepared by *CPO Architects* and the Traffic Engineering Report prepared by *Q Traffic*.

### 4.7.3 Servicing

The proposed development has been designed to incorporate two (2) communal refuse areas, one located along the eastern boundary and the second adjacent to the western boundary. The locations are illustrated within the following figure.

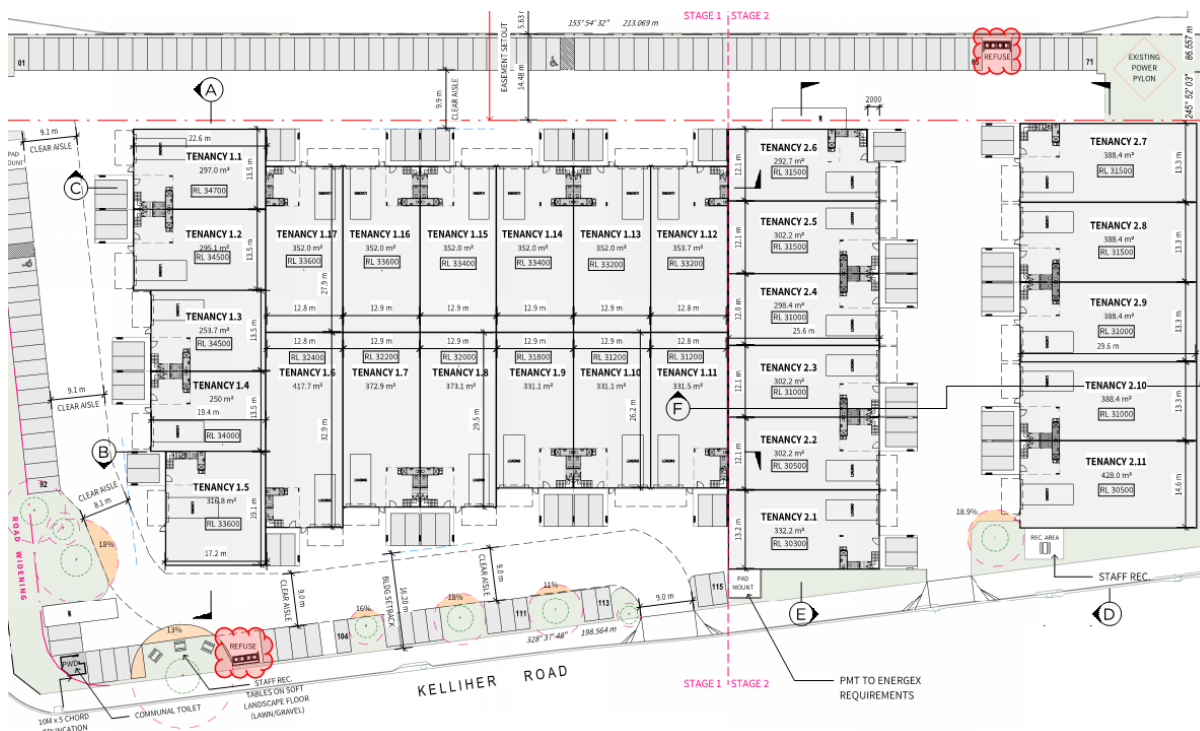


Figure 9: Communal refuse areas outlined in red.

In accordance with Table 4 of the Refuse planning scheme policy within the *Brisbane City Plan 2014*, the proposed development seeks to apply the waste generation rate of L/100m<sup>2</sup>/day, or 15L for refuse and 15L for recycling. The proposed development also seeks to comply with the maximum service frequency of 3 times per week as per Table 2 of the Refuse planning scheme policy. Moreover, each of the stages will provide for separate bin enclosure locations so that each stage can operate independently of each other.

#### 4.8 Services / Infrastructure

##### 4.8.1 Water & Sewer

The subject site currently achieves connections to Urban Utilities reticulated water and wastewater services. The proposed development does not seek to amend this arrangement. For further details, please refer to the enclosed Civil Concept Plans prepared by *Rodgers Consulting Services*.

##### 4.8.2 Stormwater Management

The proposed development intends to utilise 26 x Atlan Vault detention tanks within the extents of the internal driveway. These tanks will connect to the existing stormwater infrastructure within Kelliher Road as detailed within Figure 10 below.

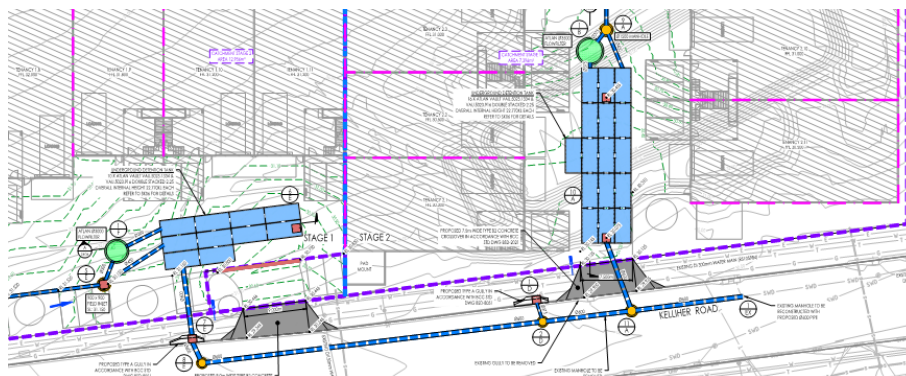


Figure 10: Proposed stormwater detention system.

The stormwater management solution proposed for stormwater quantity will ensure there is no increase in peak flow discharged from the site post-development. For further details, please refer to the enclosed Site-Based Stormwater Management Plan prepared by *Rodgers Consulting Services*.

#### **4.8.3 Earthworks**

The proposed development requires excavation throughout the subject site with small areas of fill to provide a useable site area. For further information on the extent of earthworks proposed, please refer to the Concept Bulk Earthworks Layout Plans enclosed within the Civil Concept Plans prepared by *Rodgers Consulting Services*.

## 5 TOWN PLANNING FRAMEWORK

### 5.1 State Government

#### 5.1.1 Planning Act 2016 - Framework

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

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

#### 5.1.2 State Planning Policies

The *State Planning Policy* (SPP) came into effect on 3 July 2017 and expresses the State's interests in land use planning and development.

The State Planning Policy is now identified in the *Brisbane City Plan 2014* as being appropriately integrated with the exception of Natural hazards, risk and resilience & Strategic airport and aviation facilities. As such, those state interest policies and assessment benchmarks in Part E of the State Planning Policy are addressed below.

STATE INTEREST	RESPONSE	COMPLIANCE
<b>SAFETY AND RESILIENCE TO HAZARDS</b>		
Natural hazards, risk and resilience	The proposal has been appropriately designed and assessed to mitigate impacts from natural hazards.	✓
<b>INFRASTRUCTURE</b>		
Strategic airports and aviation facilities	The proposal will maintain the safety, efficiency and operational integrity of strategic airports.	✓
Strategic ports	The site is not located in proximity to a strategic port.	N/A

#### 5.1.3 Referral Agency

As of 3 July 2017, the Department of State Development, Infrastructure and Planning launched the State Assessment and Referral Agency (SARA). In accordance with the *Planning Act 2016*, a Referral Agency is responsible for the assessment of development application.

As per the *Planning Regulation 2017*, the application triggers referral on the following grounds:

- State Assessment & Referral Agency (The Chief Executive)**  
 The subject site is identified as being within 25m of a State-controlled road, being the Centenary Motorway, specifically, the Centenary Cycleway. As such, the State Assessment and Referral Agency (SARA) are triggered as a referral agency for assessment. This assessment will be conducted following the guidelines provided in Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 8(b)(ii) of the *Planning Regulation 2017*.

As such, State Code 1 is identified as being applicable to the proposal and has been addressed in **Appendix 2** of this report.

- Referral Agency – Powerlink (Chief Executive of the Distribution Entity or Transmission Entity)**  
 As noted, part of the site is subject to an easement for the benefit of a distribution entity, or transmission entity, under the *Electricity Act*; and for a transmission grid or supply network.

As such, the proposed Material Change of Use will trigger referral to Powerlink under Schedule 10, Part 9, Division 2, Table 2, Column 2(b) and Schedule 10, Part 9, Division 2, Table 2, Column 2(b) of the *Planning Regulation 2017* as the application relates to premises subject to an easement under an electrical.

#### 5.1.4 Shaping SEQ – South East Queensland Regional Plan 2023

The subject site is identified within the Urban Footprint designation of Shaping SEQ. Land within the Urban Footprint is intended to incorporate the full range of urban uses including housing, industry, business, infrastructure, community facilities and other integral components of well-planned urban environments, such as local areas for sport and recreation and urban open space. The proposed development reflects industry development in keeping with the intent of the Urban Footprint.

## 5.2 Local Government

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### 5.2.1 Definition

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

The Planning Act defines a Material change of use as:

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

Furthermore, the *Brisbane City Plan 2014* includes the following use definitions relevant to the proposed land use:

**Warehouse** means the use of premises for—

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

*Examples of a warehouse— self-storage facility, storage yard.*

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

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

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

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

As such, the proposal involves a Material Change of Use for Warehouse, Low impact industry and Medium impact industry uses.

### 5.2.2 Category of Assessment

Under the *Brisbane City Plan 2014*, the site is located within the Industry (General industry C) zone. In accordance with Table 5.5.16 – Industry zone, a Material change of use for a Warehouse, Low impact

industry and Medium impact industry is subject to Impact assessment. The level of assessment is further detailed below.

<b>CATEGORY OF ASSESSMENT</b>	
<b>ZONE</b>	
<b>Industry Zone</b>	
Impact assessable	In accordance with Table 5.5.15 – the Material change of use for a Warehouse and Low impact industry in the General industry C precinct of the Industry zone is not a listed use within the table. As such, the proposed development is subject to Impact Assessment, with the Industry zone code being addressed as part of the application.
<b>NEIGHBOURHOOD PLAN</b>	
<b>Richlands-Wacol Corridor Neighbourhood Plan</b>	
No change	In accordance with Table 5.9.57.A, there is no change to the level of assessment for a Material change of use. Nonetheless, the Richlands-Wacol corridor neighbourhood plan has been addressed as part of this application.
<b>OVERLAYS</b>	
<b>Airport Environs Overlay</b>	
No change	In accordance with Table 5.10.2, a Material Change of Use for development other than a dwelling house in the Obstacle Limitation Surfaces (OLS) and Procedures for Air Navigation Services–Aircraft Operational Surfaces (PANS–OPS) sub-categories, if assessable development in the zone or neighbourhood plan, is subject to Code Assessment. As such, the Airport environs code is addressed as part of the application.
<b>Bicycle Network Overlay</b>	
No change	In accordance with Table 5.10.3, a Material change of use, other than for a Dwelling house or Home-based business, involving a new premises, if assessable development in the zone or neighbourhood plan, is subject to Code Assessment. As such, the Bicycle network overlay code is addressed as part of the application.
<b>Biodiversity Areas Overlay Code</b>	
No change	In accordance with Table 5.10.4, a Material change of use, other than for a Dwelling house or park, if involving a new premises is subject to Code Assessment. As such, the Biodiversity areas overlay code is addressed as part of this application.
<b>Community Purposes Overlay</b>	
No change	In accordance with Table 5.10.7A, a Material Change of Use for development other than a dwelling house, involving a new premises or increase in GFA, if assessable development in the zone or neighbourhood plan, is subject to Code Assessment. As such, the Community purposes network code is addressed as part of this application.
<b>Critical Infrastructure and Movement Network Overlay</b>	
Not applicable	In accordance with Table 5.10.8, assessment of the proposed development against the overlay code is not applicable. As such, the Critical infrastructure and movement network overlay code is not addressed in this application.
<b>Industrial Amenity Overlay</b>	
Not applicable	In accordance with Table 5.10.13, assessment of the proposed development against the overlay code is not applicable. As such, the Industrial amenity overlay code is not addressed in this application.

CATEGORY OF ASSESSMENT	
<b>Regional Infrastructure Corridors and Substations Overlay</b>	
Not applicable	In accordance with Table 5.10.17, assessment of the proposed development against the overlay code is not applicable. As such, the Regional infrastructure corridors and substations overlay code is not addresses in this applicable.
<b>Road Hierarchy Overlay</b>	
No change	In accordance with Table 5.10.18, a Material Change of Use for development other than a dwelling house, involving a new premises or increase in GFA, if assessable development in the zone or neighbourhood plan, is subject to Code Assessment. As such, the Road hierarchy overlay code is addressed as part of this application.
<b>Streetscape Hierarchy Overlay</b>	
No change	In accordance with Table 5.10.20, a Material Change of Use for development other than a dwelling house, involving a new premises or increase in GFA, if assessable development in the zone or neighbourhood plan, is subject to Code Assessment. As such, the Streetscape hierarchy overlay code is addressed as part of this application.
<b>Transport Noise Corridor Overlay</b>	
Not applicable	In accordance with Table 5.10.23, assessment of the proposed development against the overlay code is not applicable. As such, the Transport noise corridor overlay is not addressed in this application.

In view of the above, the proposed development is subject to **Impact Assessment**. As such, and in accordance with the Development Assessment Rules (DA Rules), public notification will be undertaken for a period of 15 business days.

### 5.2.3 Applicable Codes

The following codes are identified as being applicable to the proposal and as such, have been addressed accordingly within **Appendix 1** of this report as well as the specialist consultant reporting enclosed:

APPLICABLE CODES	
Zone Codes	<ul style="list-style-type: none"> <li>▪ Industry zone code</li> </ul>
Neighbourhood Plan Code	<ul style="list-style-type: none"> <li>▪ Richlands-Wacol corridor neighbourhood plan code</li> </ul>
Development Codes	<ul style="list-style-type: none"> <li>▪ Industry code</li> </ul>
Overlay Codes	<ul style="list-style-type: none"> <li>▪ Airport environs overlay code</li> <li>▪ Bicycle network overlay code</li> <li>▪ Biodiversity areas overlay code</li> <li>▪ Community purposes network overlay code</li> <li>▪ Critical infrastructure and movement network overlay code</li> <li>▪ Road hierarchy overlay code</li> <li>▪ Streetscape hierarchy overlay code</li> </ul>
Secondary Codes	<ul style="list-style-type: none"> <li>▪ Filling and excavation code</li> <li>▪ Infrastructure design code</li> <li>▪ Landscape work code</li> <li>▪ Outdoor lighting code</li> <li>▪ Stormwater code</li> <li>▪ Transport, access, parking and servicing code</li> </ul>

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

### 5.2.4 Strategic Framework

The subject site is identified within the General industry C precinct of the Industry zone. In accordance with the purpose of the Industry zone, development is to advance the key policy direction set in the Strategic Framework, in particular:

- **Theme 1:** Brisbane’s globally competitive economy, specifically Element 1.2 – Brisbane’s Industrial Economy and Element 1.3 – Brisbane’s Population-serving Economy;
- **Theme 5:** Brisbane’s CityShape specifically Element 5.2 – Brisbane’s Major Industry Areas and Element 5.9 – Brisbane’s Strategic Inner City Industrial Area.

STRATEGIC FRAMEWORK	COMMENT
<b>THEME 1: BRISBANE'S GLOBALLY COMPETITIVE ECONOMY</b>	
<b>Element 1.2 – Brisbane’s Industrial Economy</b>	
<b>SO1</b> Brisbane’s Major Industry Areas, Strategic Inner City Industrial Areas and other industrial zoned land are protected to ensure their integrity and effective operation.	<b>L1.1</b> It is acknowledged the proposed development is located on a site that is zoned General industry C of the Industry zone code. Nonetheless, the proposed development involves Medium impact industry uses alongside the Low impact industry and warehouse uses. As such, the proposed development is seen to be compliant with the intended land uses of this site.
	<b>L1.2</b> The proposed development does not involve High impact industrial activities. As such, this criterion is not applicable.
	<b>L1.3</b> The proposed development involves low and medium impact industrial activities which may serve as a buffer to the road corridors, cycleway and trainline to the west.
	<b>L1.4</b> The proposed development does not involve an existing lawful use. As such, this criterion is not applicable.
	<b>L1.5</b> The proposed development will contribute to economic activity and employment by providing low and medium impact industrial activities.
<b>SO2</b> Brisbane’s Major Industry Areas and Strategic Inner City Industrial Areas are optimised to provide the widest range of industrial uses in order to maximise the economic opportunity for the city.	<b>L2.1</b> The proposed development involves industrial uses including low and medium impact and warehouse activities.
	<b>L2.2</b> Noted.
<b>SO3</b> Brisbane is a key place in the Asia-Pacific region for signature events and global	<b>L3</b>

STRATEGIC FRAMEWORK	COMMENT
conventions and a recognised business tourist destination.	The proposed development does not have specifics with regard to what tenants will occupy the units; however, there is the possibility they could include knowledge based production.
<b>SO4</b> The Brisbane Airport, Port of Brisbane and Archerfield Airport are key locations of economic activity and provide key access points supporting the city's economy.	<b>L4</b> The proposed development does not have specifics with regard to what tenants will occupy the units; however, there is the possibility they could include support services for businesses.
<b>SO5</b> Brisbane's industrial areas have a high degree of connectivity which is protected and enhanced.	<b>L5.1</b> The proposed development optimises the use and efficiency of freight routes and ensures they are protected from encroachment from sensitive land uses. <b>L5.2</b> The proposed development optimises and integrates with the use of airspace of the Brisbane and Archerfield airports and limits the intensification of sensitive land uses in proximity to existing and future runway approaches. <b>L5.3</b> The proposed development optimises the use and efficiency of the Port of Brisbane and limits the intensification of sensitive land uses in proximity to existing and future port operations.
<b>SO6</b> Brisbane facilitates a significant growth in resource recovery.	<b>L6</b> The subject site is not identified within the listed transfer stations at Nudgee, Willawong, Ferny Grove and Chandler. As such, this criterion is not applicable.
<b>SO7</b> Brisbane's extractive industry operations are protected.	<b>L7</b> The proposed development does not involve extractive industries. As such, this criterion is not applicable.
<b>SO8</b> Brisbane's industrial lands are protected from encroachment by office or other non-industrial-based uses.	<b>L8.1</b> The proposed development does not involve office parks or large format retailing. <b>L8.2</b> The proposed development involves industrial uses, specifically Low impact industry and Medium impact industry. <b>L8.3</b> The proposed development does not involve mixed industrial services. As such, this criterion is not applicable. <b>L8.4</b> The proposed development co-locates offices on the upper level of the proposed units. These offices will be directly related to the principal use of the premises. <b>L8.5</b>

STRATEGIC FRAMEWORK	COMMENT
	The proposed development involves warehouse, low and medium impact industry uses. Although warehouse for low impact industry uses are not directly envisaged within the General industry C precinct of the Industry zone, they are industrial based uses and therefore seen to be compatible uses for the subject site.
<b>Element 1.3 – Brisbane’s Population-serving Economy</b>	
<b>SO1</b> Brisbane provides for a diverse mix of highly accessible retail and commercial locations to service a growing population.	<b>L1</b> The proposed development will provide for a number of smaller warehouses to service the growing population.
<b>SO2</b> Brisbane’s City Centre offers the greatest concentration of the highest order retail, personal and community services and facilities, and cultural, recreational and entertainment experiences.	<b>L2.1</b> The subject site is not located within Brisbane’s City Centre. As such, this criterion is not applicable.
	<b>L2.2</b> The subject site is not located within Brisbane’s City Centre. As such, this criterion is not applicable.
<b>SO3</b> Brisbane’s Major Centres and Growth Nodes on Selected Transport Corridors contain significant concentrations and diversity of population-serving activities.	<b>L3.1</b> The subject site is not identified as a Major Centre. As such, this criterion is not applicable.
	<b>L3.2</b> The subject site is not identified as a Major Centre. As such, this criterion is not applicable.
	<b>L3.3</b> The proposed development is not a centre use. As such, this criterion is not applicable.
	<b>L3.4</b> The proposed development does not involve business activities, retail, personal and community services and facilities. As such, this criterion is not applicable.
<b>SO4</b> Brisbane’s district centres and neighbourhood centres continue to service local population needs.	<b>L4</b> The proposed development does not impact on the ability for district and neighbourhood centres to service the needs of the local population.
<b>SO5</b> Brisbane’s population-serving economy is supported by home-based businesses.	<b>L5</b> The proposed development does not involve a home-based business. As such, this criterion is not applicable.
<b>SO6</b> Brisbane provides opportunities in its centres for start-up businesses seeking	<b>L6</b> The subject site is not identified as a centre. As such, this criterion is not applicable.

STRATEGIC FRAMEWORK		COMMENT
cost-effective business locations.		
<b>SO7</b> Brisbane preserves opportunities for low impact industry throughout the city in support of a strong population and economic growth.		<b>L7</b> The subject site is not identified within the Low impact industry zone or the General industry A zone precinct of the Industry zone. As such, this criterion is not applicable.
<b>SO8</b> Brisbane provides appropriately zoned and accessible areas for large-format retailing.		<b>L8</b> The proposed development does not involve large-format retail outlets. As such, this criterion is not applicable.
<b>SO9</b> Brisbane's large public and private community facilities are highly accessible by public transport and are well serviced with a range of associated and supporting services and facilities.		<b>L9</b> The proposed development does not involve community facilities. As such, this criterion is not applicable.
<b>THEME 5: BRISBANE'S CITYSHAPE</b>		
<b>Element 5.2 – Brisbane's Major Industry Areas</b>		
<i>Australia TradeCoast</i>		
<b>SO1</b> The Australia TradeCoast is serviced by improved road and freight transport networks which are supported by development.		<b>L1.1</b> The subject site is not in proximity to Kingsford Smith Drive. As such, this criterion is not applicable.
		<b>L1.2</b> The proposed development does not impact on the connections between the Australia TradeCoast and the south-west industrial gateway.
<b>SO2</b> The Australia TradeCoast is serviced by expanded public and active transport networks which are supported by development.		<b>L2.1</b> The subject site is not in proximity to a rail line that directly connects to the Australia TradeCoast area. Nonetheless, the site is adjacent to the Springfield line with a station approximately 1.8km walking distance away. This station will allow for commuters to access the Australia TradeCoast
		<b>L2.2</b> The site's proximity to the rail line will encourage commuters to the Australia TradeCoast to use public transport.
		<b>L2.3</b> The subject site is not in proximity to Skygate. As such, this criterion is not applicable.
		<b>L2.4</b>

STRATEGIC FRAMEWORK	COMMENT
	<p>The subject site is not in proximity to the airport. As such, this criterion is not applicable.</p> <p><b>L2.5</b> The proposed development can support the use of public transport.</p>
<p><b>SO3</b> The Brisbane Airport and Port of Brisbane is a key centre in the city and provides major air access to and from the city for passengers and freight.</p>	<p><b>L3.1</b> The subject site is not in proximity to the Brisbane Airport. As such, this criterion is not applicable.</p> <p><b>L3.2</b> The subject site is not in proximity to the Port of Brisbane. As such, this criterion is not applicable.</p>
<p><b>SO4</b> The Australia TradeCoast is serviced by improved energy infrastructure networks which are supported by development.</p>	<p><b>L4.1</b> The subject site is not located within the Australia TradeCoast. As such, this criterion is not applicable.</p> <p><b>L4.2</b> The subject site is not located within the Australia TradeCoast. As such, this criterion is not applicable.</p>
<p><b>SO5</b> The Australia TradeCoast has a coordinated approach to water supply.</p>	<p><b>L5.1</b> The subject site is not located within the Australia TradeCoast. As such, this criterion is not applicable.</p> <p><b>L5.2</b> The subject site is not located within the Australia TradeCoast. As such, this criterion is not applicable.</p> <p><b>L5.3</b> The subject site is not located within the Australia TradeCoast. As such, this criterion is not applicable.</p> <p><b>L5.4</b> The subject site is not located within the Australia TradeCoast. As such, this criterion is not applicable.</p>
<p><b>SO6</b> Operations in the Australia TradeCoast are flood tolerant.</p>	<p><b>L6.1</b> The subject site is not located within the Australia TradeCoast. As such, this criterion is not applicable.</p> <p><b>L6.2</b> The subject site is not located within the Australia TradeCoast. As such, this criterion is not applicable.</p>
<p><b>SO7</b> The Australia TradeCoast is serviced by a fibre optic cable network which is supported by development.</p>	<p><b>L7.1</b> The subject site is not located within the Australia TradeCoast. As such, this criterion is not applicable.</p> <p><b>L7.2</b> The subject site is not located within the Australia TradeCoast. As such, this criterion is not applicable.</p>
<p><b>SO8</b> The Australia TradeCoast's open space and community</p>	<p><b>L8.1</b> The subject site is not located within the Australia TradeCoast. As such, this criterion is not applicable.</p>

STRATEGIC FRAMEWORK	COMMENT
facilities networks are enhanced by development.	<b>L8.2</b> The subject site is not located within the Australia TradeCoast. As such, this criterion is not applicable.
	<b>L8.3</b> The subject site is not located within the Australia TradeCoast. As such, this criterion is not applicable.
	<b>L8.4</b> The subject site is not located within the Australia Trade Coast. As such, this criterion is not applicable.
<i>Northern industrial area (extending from Northgate to Zillmere)</i>	
<b>SO9</b> Development supports the viability and efficient functioning of the Northern industrial area.	<b>L9</b> The subject site is not located within the Northern industrial area. As such, this criterion is not applicable.
<i>South-west industrial gateway</i>	
<b>SO10</b> The south-west industrial gateway is serviced by improved road and freight transport networks which are supported by development.	<b>L10.1</b> The proposed development will not impact links between the Ipswich Motorway and the Port of Brisbane.
	<b>L10.2</b> The proposed development will not impact the expanded use of service roads along the Ipswich Motorway.
<b>SO11</b> The south-west industrial gateway is serviced by expanded public and active transport networks which are supported by development.	<b>L11.1</b> The proposed development will not impact the public or active transport networks in the south-west industrial gateway.
	<b>L11.2</b> The subject site is located in proximity to the Richlands station for the Springfield Line.
	<b>L11.3</b> The subject site is adjacent to the Centenary Cycleway and will not impact on its operation.
<b>SO12</b> Archerfield Airport's long-term role is enhanced by development.	<b>L12</b> The proposed development will not impact on the functioning of the Archerfield Airport.
<b>SO13</b> The south-west industrial gateway is serviced by an improved energy infrastructure network which is supported by development.	<b>L13.1</b> The proposed development can be supported by the energy infrastructure network.
	<b>L13.2</b> The proposed development may incorporate the use of natural gas and renewable energy sources.
<b>SO14</b>	<b>L14.1</b>

STRATEGIC FRAMEWORK	COMMENT
<p>The south-west industrial gateway is serviced by an improved water infrastructure network which is supported by development.</p>	<p>The proposed development will incorporate a suitable stormwater management plan.</p>
	<p><b>L14.2</b> The proposed development will ensure water is used efficiently.</p>
	<p><b>L14.3</b> The proposed development does not require stormwater harvesting or storage.</p>
<p><b>SO15</b> Operations within the south-west industrial gateway are flood tolerant.</p>	<p><b>L15</b> The subject site is not identified within the Flood overlay. As such, this criterion is not applicable.</p>
<p><b>SO16</b> The south-west industrial gateway is serviced by a fibre optic cable network which is supported by development.</p>	<p><b>L16.1</b> The subject site is identified within the service available area as detailed on the NBN roll out map.</p>
	<p><b>L16.2</b> The subject site is identified within the service available area as detailed on the NBN roll out map and can comply with providing a conduit.</p>
<p><b>SO17</b> The south-west industrial gateway's open space network is enhanced by development.</p>	<p><b>L17.1</b> The subject site is located an adequate separation distance from residential areas.</p>
	<p><b>L17.2</b> The subject site is not located along Oxley Creek or Blunder Creek. As such, this criterion is not applicable.</p>
<p><b>SO18</b> The south-west industrial gateway's community facilities network is enhanced by development.</p>	<p><b>L18.1</b> The proposed development does not involve high-noise recreation activities. As such, this criterion is not applicable.</p>
	<p><b>L18.2</b> The proposed development may support improved linkages between education and training institutions.</p>
	<p><b>L18.3</b> The proposed development does not involve community facilities. As such, this criterion is not applicable.</p>
<p><b>Element 5.9 – Brisbane's Strategic Inner City Industrial Areas</b></p>	
<p><b>SO1</b> Strategic Inner City Industrial Areas provide a range of industry and industrial related uses with a focus on industrial, service trades, logistics, construction, automotive services, office support and research.</p>	<p><b>L1.1</b> The proposed development will involve industrial and industrial related development.</p>
	<p><b>L1.2</b> The proposed development will enhance the industrial and industry related functions.</p>
	<p><b>L1.3</b> The proposed development is located an adequate separation distance from sensitive land uses.</p>

STRATEGIC FRAMEWORK	COMMENT
<p><b>SO2</b></p> <p>The ongoing range, mix and focus of activities and uses in Strategic Inner City Industrial Areas will be responsive to changing business and community needs.</p>	<p><b>L2.1</b></p> <p>The proposed development does not involve non-industrial uses. As such, this criterion is not applicable.</p>
	<p><b>L2.2</b></p> <p>The proposed development will focus on economic activity, business and employment.</p>
	<p><b>L2.3</b></p> <p>The proposed development is consistent with industrial uses.</p>

## 6 CONCLUSIONS

This report is submitted on behalf of *Origin Property Management Pty Ltd as trustee for Alspace Property Group Unit Trust* in support of a Material Change of Use (Development Permit) for a Warehouse, Low impact industry & Medium impact industry upon land located at 804-816 Boundary Road, Richlands QLD 4077, more particularly described as Lots 1 & 2 on RP83710. This report addresses the merits of the proposed development with respect to the provisions of the *Brisbane City Plan 2014* and the relevant components of the *Planning Act 2016*.

The proposed development seeks to establish an industrial development inclusive of Warehouse, Low impact industry and Medium impact industry land uses split across 28x 'micro-warehouse' attached units with a gross floor area (GFA) varying from 362m<sup>2</sup> to 498m<sup>2</sup>. The proposed development is 2 storeys in height, with each tenancy containing a ground level and a small office on the upper level. The proposal will also provide a total of 173 car parking spaces, inclusive of 2 spaces for persons with disabilities.

Under the *Brisbane City Plan 2014*, the subject site is identified as being located within the General industry C zone precinct of the Industry zone. In accordance with the City Plan, the Industry zone is envisaged to provide for a variety of industry activities with the General industry C zone precinct providing for high impact industry uses and compatible medium impact uses.

Overall, the proposal is identified as meeting the relevant requirements of the *Brisbane City Plan 2014*. As such, the application should be approved subject to reasonable and relevant conditions

**7 APPENDIX 1 - CODE ASSESSMENT**

## APPENDIX 1 – CODE ASSESSMENT

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## 1. ZONE CODE

### 1.1 Industry Zone Code

*Effective V35 - 05 December 2025*

#### 1.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(1) The purpose of the industry zone is to provide for:</p> <ul style="list-style-type: none"> <li>(a) a variety of industry activities; and</li> <li>(b) other uses and activities that:               <ul style="list-style-type: none"> <li>(i) support industry activities; and</li> <li>(ii) do not compromise the future use of premises for industry activities.</li> </ul> </li> </ul>		
<p>(2) The purpose of the zone will be achieved through overall outcomes for:</p> <ul style="list-style-type: none"> <li>(a) zone role;</li> <li>(b) development location and uses;</li> <li>(c) development form;</li> <li>(d) the following zone precincts:               <ul style="list-style-type: none"> <li>(i) General industry A zone precinct;</li> <li>(ii) General industry B zone precinct;</li> <li>(iii) General industry C zone precinct.</li> </ul> </li> </ul>		
<p>(3) Zone role overall outcomes are:</p> <ul style="list-style-type: none"> <li>(a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular:               <ul style="list-style-type: none"> <li>(i) Theme 1: Brisbane’s globally competitive economy, Element 1.2 – Brisbane’s industrial economy and Element 1.3 – Brisbane’s population- serving economy;</li> <li>(ii) Theme 5: Brisbane’s CityShape, Element 5.2 – Brisbane’s Major Industry Areas.</li> </ul> </li> </ul>		
<p>(4) Development location and uses overall outcomes are:</p> <ul style="list-style-type: none"> <li>(a) Development facilitates and maintains the long-term viability of industrial uses by encouraging a broad range of industry that is compatible with adjacent residential areas.</li> </ul>	<p>The proposed development provides for 28 units which will be utilised for a broad range of Low impact industry and Medium impact industry uses.</p>	<p><input checked="" type="checkbox"/> Compliant  <input type="checkbox"/> N/A  <input type="checkbox"/> Performance Solution</p>

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(b) Development provides for industrial uses appropriate to the zone precinct.	The proposed development is seen to be compatible with the General industry C precinct of the Industry zone.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(c) Development avoids or minimises noise and air emissions to meet noise and air quality criteria at sensitive zones.	The proposed development is located a minimum distance of 150m from the nearest sensitive zone. As such, the proposed development is seen to have negligible impacts on the surrounding sensitive zones.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(d) Development for an industrial use meets the requirements for separation from sensitive uses to minimise the likelihood of environmental harm or environmental nuisance.	The proposed development is located a minimum distance of 150m from the nearest sensitive use. As such, the likelihood of environmental harm or nuisance caused by the development is extremely low.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(e) Development protects the viability of existing and future industry by excluding incompatible development.	The proposed development is not seen to be incompatible and therefore protects the viability of existing and future industry.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(f) Development for a stand-alone office is not accommodated.	The proposed development does not involve a stand-alone office.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(g) Development for a use that is ancillary to an industrial use on the same site, such as an office function, or small-scale shop or food and drink outlet that directly supports the industry and workers may be accommodated.	The proposed development and any ancillary office or administration uses would directly support the industry and workers.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(h) Development for an industrial use is located, designed and managed to maintain safety to people, avoid significant adverse effects on the natural environment and minimise impacts on non-industrial land.	The proposed development is located, designed and managed to maintain safety to people, avoid significant adverse effects on the natural environment and minimise impacts on non-industrial land.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(i) Development in a flood-prone area is limited to uses that are compatible with minimising potential off-site impacts during and after a flood event.	The subject site is not identified within a flood-prone area. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<b>(5) Development form overall outcomes are:</b>		
(a) Development is of a built form, mass and setback that contribute to a high standard of amenity.	The proposed development has been architecturally designed to provide a high standard of amenity.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(b) Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	The proposed development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>(6) General industry A zone precinct overall outcomes are:</b>		
(a) Development provides for low impact industry, service industry and warehouse uses throughout the General industry A zone precinct.	The subject site is not identified within this zone precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(b) Development includes a broad range of industry that is compatible with adjacent residential areas.	The subject site is not identified within this zone precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(c) Development for a medium impact industry use: (i) is located at an appropriate distance from sensitive uses; (ii) avoids or minimises noise and air emissions to meet noise and air quality criteria at sensitive zones and zone precincts.	The subject site is not identified within this zone precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>(7) General industry B zone precinct overall outcomes are:</b>		
(a) Development provides for low impact industry and medium impact industry throughout the General industry B zone precinct.	The subject site is not identified within this zone precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(b) Development for a high impact industry use: (i) is located at an appropriate distance from sensitive uses; (ii) avoids or minimises noise and air emissions to meet noise and air-quality criteria at sensitive zones.	The subject site is not identified within this zone precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(c) Development avoids or minimises noise and air emissions to meet noise and air-quality criteria at the minimum separation distances to sensitive zones.	The subject site is not identified within this zone precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(d) Development protects adjacent residential and community use areas from intrusion of heavy vehicular traffic.	The subject site is not identified within this zone precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>(8) General industry C zone precinct overall outcomes are:</b>		
(a) Development provides for a range of high impact industry uses and compatible medium impact industry uses.	The proposed development seeks to provide warehouse units for a range of Medium impact industry uses alongside Low impact industry uses.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(b) Development for an industrial use: (i) is appropriately separated from sensitive land uses to minimise the likelihood of environmental harm, environmental nuisance or unacceptable community safety risks; (ii) avoids or minimises noise and air emissions to meet noise and air-quality criteria at sensitive zones.	The subject site is located a minimum of 150m from any sensitive land uses.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(c) Development protects the viability of existing and future industry from the intrusion of incompatible uses, including sensitive uses, low impact industry, service industry and warehouse uses.	The proposed development is identified as being a compatible use for the site and also acts as a buffer site to for the road corridor to the north and west.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(d) Development protects residential and community use area from heavy vehicular traffic.	The subject site is located a minimum of 150m from any sensitive land uses.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

## 2. NEIGHBOURHOOD PLAN CODES

### 2.1 Richlands – Wacol Corridor Neighbourhood Plan

*Effective V35 - 05 December 2025*

#### 2.1.1 Purpose & Overall Outcomes

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Richlands–Wacol corridor neighbourhood plan code is to provide finer grained planning at a local level for the Richlands–Wacol corridor neighbourhood plan area.		
(2) The purpose of the Richlands–Wacol corridor neighbourhood plan code will be achieved through overall outcomes including overall outcomes for each precinct of the neighbourhood plan area.		
(3) The overall outcomes for the neighbourhood plan area are:		
(a) Richlands and Wacol are strategically important industrial areas of Brisbane and are major employment generators.	The proposed development seeks to provide a warehouse for low and medium impact industry uses.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(b) The Richlands railway station is a key catalyst in developing a central economic hub providing a variety of commercial and retail services that are accessible by public transport and support local industrial and residential areas.	The subject site is within proximity of the railway line and walking distance to other public transport options.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(c) Transport improvements including key road network upgrades and new local road connections, improve travel throughout the growing industrial and residential areas. Connections from the area to the surrounding highways and motorways are managed by the Queensland government.	The proposed development does not involve a road upgrade or new local road.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(d) Community facilities are co-located with public open space. Part of the former Richlands State School site is retained for community facilities.	The proposed development does not involve community facilities nor is it located on the former Richlands State School Site.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
		<input type="checkbox"/> Performance Solution
<p>(e) Development is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where there is both a community need and an economic need for the development.</p>	<p>The proposed development is of a height, scale and form which is developed in accordance with community expectations and infrastructure assumptions. It is noted that the development is not of a greater height and scale than prescribed within the use code.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p><b>(4) Wacol industrial precinct (Richlands–Wacol corridor neighbourhood plan/NPP-001) overall outcomes are:</b></p>		
<p>(a) The precinct provides a strategic economic development and employment area within Brisbane's western industrial corridor and is developed for:</p> <ol style="list-style-type: none"> <li>i. low impact industry;</li> <li>ii. medium impact industry;</li> <li>iii. high impact industry.</li> </ol> <p>(b) Industrial areas are not compromised by the inclusion of non-industrial uses except where explicitly allowed in the Sanananda Barracks mixed industry and business sub-precinct (Richlands–Wacol corridor neighbourhood plan NP/NPP-001b).</p>	<p>The subject site is not identified within this neighbourhood plan precinct. As such, this criterion is not applicable.</p>	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>(c) Development in the Sanananda Barracks industrial sub-precinct (Richlands–Wacol corridor neighbourhood plan/NPP-001a):</p> <ol style="list-style-type: none"> <li>i. supports low impact industrial development;</li> <li>ii. ensures that access to sites within this sub-precinct is via vehicular access points to Boundary Road as shown in Figure a.</li> </ol>	<p>The subject site is not identified within this neighbourhood plan precinct. As such, this criterion is not applicable.</p>	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>(d) Development in the Sanananda Barracks mixed industry and business sub-precinct (Richlands–Wacol corridor neighbourhood plan/NPP-001b):</p>	<p>The subject site is not identified within this neighbourhood plan precinct. As such, this criterion is not applicable.</p>	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<ul style="list-style-type: none"> <li>i. has uses that are consistent with the outcomes sought including low impact industrial development and a limited amount of office, food and drink outlets and shops;</li> <li>ii. ensures any office development is located along the Boundary Road frontage to improve activation and surveillance of the street;</li> <li>iii. ensures a small support service area not exceeding 6,000m<sup>2</sup> in gross floor area is located along Boundary Road that supports the function of the Wacol industrial precinct (Richlands–Wacol corridor neighbourhood plan/NPP-001). This accommodates small scale tenancies to support local businesses. A shop (supermarket) where in excess of 1,500m<sup>2</sup> is not consistent with the outcomes sought in this support service area;</li> <li>iv. ensures that the National Servicemen's Association Memorial Centre (Nasho's) is publicly accessible and remains a prominent feature within the sub-precinct. A district park is located on the Nasho's site (refer to Figure a).</li> </ul>		<input type="checkbox"/> Performance Solution
<b>(5) Richlands central precinct (Richlands–Wacol corridor neighbourhood plan/NPP-002) overall outcomes are:</b>		
(a) The industrial areas in this precinct are developed predominantly for low impact industry and medium impact industry. High impact industry is supported in specific localities at least 500m from sensitive uses.	The proposed development seeks to provide a warehouse for low and medium impact industry uses.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(b) The southern portion of the precinct is the employment and retail centre for Richlands, with centre activities located close to the Richlands railway station.	The site is not identified within the southern portion of the precinct.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
		<input type="checkbox"/> Performance Solution
(c) Residential uses surround the centre with a range of housing types and densities developed to house existing and future residents. Multiple dwellings are not accommodated in the Low density residential zone.	The proposed development does not involve residential uses. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(d) Existing commercial and retail activities located outside a zone in the centre zones category or the Specialised centre zone along Government Road are redeveloped as medium density residential.	The subject site is not located within a centre or specialised centre zone. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(e) Development in the Richlands rail hub sub-precinct (Richlands–Wacol corridor neighbourhood plan/NPP-002a): (i) ensures its core function is a transport interchange and park and ride; (ii) ensures any redevelopment of the park and ride facility accommodates commercial office and retail uses with active ground-storey spaces; (iii) where land is no longer required for transport infrastructure, convenience retail uses and an indoor sport and recreation facility are consistent with the outcomes sought.	The subject site is not located within a specific sub-precinct of the Richlands – Wacol Corridor Neighbourhood Plan. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(f) The Richlands core sub-precinct (Richlands–Wacol corridor neighbourhood plan/NPP-002b) precinct is a retail, commercial, office, entertainment and residential area, servicing the local community and industrial areas. Development in this sub-precinct: (i) ensures that new development addresses the Bullockhead Creek waterway corridors and is the focal point of design and function of the centre;	The subject site is not located within a specific sub-precinct of the Richlands – Wacol Corridor Neighbourhood Plan. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(ii) constructs new roads in a traditional grid layout and accommodates direct and connected pedestrian and cycle paths; (iii) where for retail uses avoids internal malls; (iv) may provide temporary ground-level parking where the site forms an early stage of retail and commercial development.		
(g) Development in the Richlands frame sub-precinct (Richlands–Wacol corridor neighbourhood plan/NPP-002c): (i) supports a range of uses including high-technology low impact industry, office, educational establishment including a tertiary education facility, showrooms and larger scale retail activities; (ii) ensures that access to the sub-precinct is limited with no direct vehicular access to Progress Road and limited access to Garden Road; (iii) uses gaps between buildings to maximise views to the D’Aguilar Range, Mt Coot-tha and the Brisbane CBD;	The subject site is not located within a specific sub-precinct of the Richlands – Wacol Corridor Neighbourhood Plan. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

### 2.2.1 Performance Outcomes & Acceptance Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<b>PO1</b> Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: (a) consistent with anticipated density and assumed infrastructure demand;	<b>AO1</b> Development complies with the number of storeys and building height in Table 7.2.18.2.3.B.	<b>AO1</b> The site is not identified within Table 7.2.18.2.3.B. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(b) aligned to community expectations about the number of storeys to be built; (c) proportionate to and commensurate with the utility of the site area and frontage width; (d) designed to avoid a significant and undue adverse amenity impact to adjoining development; (e) sited to enable existing and future buildings to be well separated from each other and to not avoid affecting the potential development of adjoining sites.			
<b>PO2</b> Development on sites adjoining Bullockhead Creek waterway corridor (as shown on the Waterway corridors overlay) are designed to enable casual surveillance of the corridor public spaces to improve safety.	<b>AO2.1</b> Development ensures buildings are set back a minimum of 5m from the Bullockhead Creek waterway corridor.	<b>AO2.1</b> The subject site is not located along the Bullockhead Creek waterway corridor. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO2.2</b> Development locates employee recreation areas and offices nearest to Bullockhead Creek and provides for passive surveillance and overlooking of the waterway corridor.	<b>AO2.2</b> The subject site is not located along the Bullockhead Creek waterway corridor. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO2.3</b> Development provides and maintains pedestrian access to the Bullockhead Creek pedestrian and cycleway to enable workers to easily access the open space corridor.	<b>AO2.3</b> The subject site is not located along the Bullockhead Creek waterway corridor. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO3</b> Development for sensitive uses located on land that is affected by environmental emissions generated by an operational rail corridor	<b>AO3</b> No acceptable outcome is prescribed.	<b>AO3</b> The subject site is not located along the existing rail corridor and is suitably separated. As such, it is not anticipated that the use will be impacted by the environmental emissions generated by the	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
mitigates noise impacts on the development generated by the rail corridor.		rail operation. As such, this criterion is not applicable.	
<b>PO4</b> Development provides movement network infrastructure that is sequenced in an ordered and coordinated manner to ensure efficient connections.	<b>AO4.1</b> Development provides pedestrian and bicycle paths in accordance with Figure a, Figure b and Figure d.	<b>AO4.1</b> The subject site is not indicated as providing a pedestrian or bicycle path through the site in accordance with Figure a, Figure b and Figure d.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO4.2</b> Development provides road improvements, including intersection improvements, in accordance with Figure a, Figure b and Figure c.	<b>AO4.2</b> The subject site is not indicated as providing a pedestrian or bicycle path through the site in accordance with Figure a, Figure b and Figure d.	<input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b><i>If in the Wacol industrial precinct (Richlands–Wacol corridor neighbourhood plan/NPP-001)</i></b>			
The subject site is located within the Richlands Central Precinct (NPP-002). As such, these elements of criterion are not applicable.			
<b><i>If in the Wacol industrial precinct (Richlands–Wacol corridor neighbourhood plan/NPP-001), where in the Sanananda Barracks industrial sub-precinct (Richlands–Wacol corridor neighbourhood plan/NPP-001a) or the Sanananda Barracks mixed industry and business sub-precinct (Richlands–Wacol corridor neighbourhood plan/NPP-001b)</i></b>			
The subject site is located within the Richlands Central Precinct (NPP-002). As such, these elements of criterion are not applicable.			
<b><i>If in the Wacol industrial precinct (Richlands–Wacol corridor neighbourhood plan/NPP-001), where in the Sanananda Barracks mixed industry and business sub-precinct (Richlands–Wacol corridor neighbourhood plan/NPP-001b)</i></b>			
The subject site is located within the Richlands Central Precinct (NPP-002). As such, these elements of criterion are not applicable.			
<b><i>If in the Richlands central precinct (Richlands–Wacol corridor neighbourhood plan/NPP-002)</i></b>			
<b>PO14</b> Development ensures: (a) vehicle entrances and car parking are designed and located to minimise disruption to building frontages, the pedestrian environment and waterway corridor, to reduce the visual impact on the street environment; (b) driveway crossovers maintain the integrity, quality and primacy of footpaths;	<b>AO14.1</b> Development provides access points to Garden Road and Progress Road in accordance with Figure b.	<b>AO14.1</b> The subject site is not identified within Figure B. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO14.2</b> Development ensures that vehicle access points where in a zone in the centre zones category are located at least 30m from each other.	<b>AO14.2</b> The subject site is not located within a centre zone site. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(c) car parking is co-located to facilitate an internal integrated vehicle circulation system between individual sites.	<b>AO14.3</b> Development adjoining or fronting a waterway corridor incorporates active frontages in buildings towards the waterway corridor.	<b>AO14.3</b> The subject site does not adjoin or front a waterway corridor. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO15</b> Development promotes crime prevention through environmental design principles for pedestrians and cyclists using active transport connections located along the waterway corridors.	<b>AO15</b> Development of retail premises incorporate active frontages where identified in Figure b.	<b>AO15</b> The subject site is not identified as an active frontage on Figure B. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO16</b> Development ensures the scale and location of development is appropriate for the display and sale of bulky goods on a major road.	<b>AO16.1</b> Development fronts and addresses Progress Road, Garden Road and Government Road.	<b>AO16.1</b> The subject site does not achieve a frontage to Progress Road, Garden Road or Government Road. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO16.2</b> Development is set back a maximum of 6m and a minimum of 3m from the Progress Road, Garden Road and Government Road frontage.	<b>AO16.2</b> The subject site does not achieve a frontage to Progress Road, Garden Road or Government Road. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

### 3. USE / DEVELOPMENT CODES

#### 3.1 Industry code

*Effective V35 - 05 December 2025*

##### 3.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Industry code is to assess the suitability of development to which this code applies.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
<ul style="list-style-type: none"> <li>(a) Development is appropriately located and carefully designed to mitigate the impacts of industrial activities.</li> <li>(b) Development achieves environmental performance of a satisfactory standard.</li> <li>(c) Development is compatible with a sensitive use in the vicinity of the development.</li> <li>(d) Development avoids or minimises the release of harmful pollutants and protects the health and safety of the occupants of a sensitive use or a zone or a zone precinct intended for sensitive uses.</li> <li>(e) Development ensures that buildings which are located near residential and other sensitive uses can accommodate a range of industrial type uses without causing an unacceptable impact on the amenity of the area.</li> <li>(f) Development locates renewable energy facilities in an industrial location that is consistent with the amenity of the area and does not impact on the sensitive use.</li> <li>(g) Development is designed to accommodate the social and environmental needs of persons working within or visiting these areas, including the co-location of administrative services and the optimisation of personal safety.</li> <li>(h) Development for a food and drink outlet or shop:</li> </ul>	<p>The proposed development seeks to establish a Warehouse for Low impact industry and Medium impact industry uses over the subject site inclusive of 28x 'micro-warehouse' attached units to be delivered over two stages. The proposed development is 2 storeys in height, with each tenancy containing a ground level and a small office on the upper level. The proposed development will result in tenancies with gross floor areas (GFA) varying from 250m<sup>2</sup> to 428m<sup>2</sup>. The proposal will adopt the use of a high quality and well-articulated built form that will integrate with the surrounding uses of the area.</p> <p>The proposed development achieves a well-articulated built form through the inclusion of variations in the building form, recesses, projections, variation in materials, colours and textures and landscaping. The proposal will provide for well-defined vehicular entry points via three (3) crossovers, specifically two (2) from Kelliher Road and the third from Boundary Road. Further, the development seeks to provide a new internal road and circulation area, car parking, services and a communal recreational area in the southern and northern portions of the site.</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Compliant</li> <li><input type="checkbox"/> N/A</li> <li><input type="checkbox"/> Performance Solution</li> </ul>

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<ul style="list-style-type: none"> <li>i. is of a small-scale that supports industry uses or serves local industrial workers;</li> <li>ii. is not located in proximity to an established non-industrial use of a similar nature;</li> <li>iii. does not create an unplanned centre through a clustering of non-industrial uses;</li> <li>iv. does not compromise the industrial function of an industrial area.</li> </ul> <p>(i) Development for indoor sport and recreation:</p> <ul style="list-style-type: none"> <li>i. is only located in the low impact industry zone;</li> <li>ii. is of a small-scale that serves local industrial workers;</li> <li>iii. is not located in proximity to an established indoor sport and recreation use;</li> <li>iv. does not create an unplanned centre through a clustering of non-industrial uses;</li> <li>v. does not compromise the industrial function of an industrial area;</li> <li>vi. is compatible with nearby existing uses and does not adversely impact on the continued operation of those existing uses that have the potential for off-site air emissions.</li> </ul> <p><i>Note—In interpreting 9.3.12.2.(2)(h)(iii) and 9.3.12.2.(2)(i)(iii), the term 'unplanned centre' means a group, whether on the same site or adjoining premises, of more than one of each of the following uses:</i></p> <ul style="list-style-type: none"> <li>▪ food and drink outlet; or</li> <li>▪ shop; or</li> <li>▪ indoor sport and recreation.</li> </ul> <p>(j) Development for an educational establishment:</p> <ul style="list-style-type: none"> <li>i. is only for trade or industry related training;</li> <li>ii. does not involve overnight accommodation on premises;</li> </ul>		

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
iii. does not compromise the industrial function of an industrial area.		

### 3.1.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><b>PO1</b> Development:</p> <p>(a) avoids or minimises air emissions; (b) complies with the following criteria in a sensitive zone, and at a sensitive use in a rural zone:</p> <p>i. air quality (planning) criteria in Table 9.3.12.3.B; ii. the odour criteria in Table 9.3.12.3.C; iii. the health risk assessment criteria in Table 9.3.12.3.D.</p> <p><i>Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.</i></p>	<p><b>AO1.1</b> Development for a warehouse in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <p>(a) does not involve activities that generate air emissions from the site; (b) does not involve unsealed roads, driveways and vehicle manoeuvring areas.</p>	<p><b>AO1.1</b> The subject site is not identified within this zone or precinct. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p><b>AO1.2</b> Development for low impact industry in the Low impact industry zone or General industry A zone precinct of the Industry zone or Mixed industry and business zone precinct or Major education and research facility zone precinct of the Specialised centre zone:</p> <p>(a) does not involve activities that generate air emissions from the site; (b) does not involve unsealed roads, driveways and vehicle manoeuvring areas.</p>	<p><b>AO1.2</b> The subject site is not identified within this zone or precinct. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p><b>AO1.3</b> Development for research and technology industry in the Mixed use zone or Mixed industry and business zone precinct or Major education and research facility zone precinct of the Specialised centre zone:</p> <p>(a) does not involve activities that generate air emissions from the site;</p> <p>(b) does not involve unsealed roads, driveways and vehicle manoeuvring areas.</p>	<p><b>AO1.3</b> The subject site is not identified within this zone or precinct. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p><b>AO1.4</b> Development for educational establishment in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <p>(a) does not involve activities that generate air emissions from the site;</p> <p>(b) does not involve unsealed roads, driveways and vehicle manoeuvring areas.</p>	<p><b>AO1.4</b> The subject site is not identified within this zone or precinct. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p><b>AO1.5</b> Development for a medium impact industry A does not involve unsealed roads and:</p> <p>(a) does not involve activities that generate air emissions from the site; or</p> <p>(b) is located at least 150m from a sensitive zone.</p>	<p><b>AO1.5</b> The proposed development does not involve unsealed roads, activities that generate air emissions and is located at least 150m from a sensitive zone.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p><b>AO1.6</b> Development for a medium impact industry B does not involve unsealed roads and:</p> <p>(a) does not involve activities that</p>	<p><b>AO1.6</b> The proposed development does not involve unsealed roads, activities that generate air</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	generate air emissions from the site; or (b) is located at least 250m from a sensitive zone.	emissions and is located at least 250m from a sensitive zone.	
	<b>AO1.7</b> Development for a high impact industry where not a concrete batching plant, does not involve an activity which generates air emissions from the site.	<b>AO1.7</b> The proposed development does not involve high impact industry. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO1.8</b> Development for a concrete batching plant: (a) complies with the air quality and dust section of the Concrete batching plants planning scheme policy; (b) is located a minimum of 250m from a sensitive zone or sensitive use.	<b>AO1.8</b> The proposed development does not involve a concrete batching plant. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO1.9</b> Development for a renewable energy facility does not involve an activity which generates air emissions beyond the site.	<b>AO1.9</b> The proposed development does not involve a renewable energy facility. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO1.10</b> No acceptable outcome is prescribed for development for a special industry.	<b>AO1.10</b> The proposed development does not involve a special industry. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO1.11</b> No acceptable outcome is prescribed for development in any other zones not listed above.	<b>AO1.11</b> The proposed development is located within the Industry zone. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><b>PO2</b> Development complies with the noise (planning) criteria in Table 9.3.12.3.E, low frequency noise criteria in Table 9.3.12.3.F and night-time noise criteria in Table 9.3.12.3.G.</p> <p><i>Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.</i></p>	<p><b>AO2.1</b> Development for a warehouse in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <p>(a) operates:</p> <ol style="list-style-type: none"> <li>i. between 7am and 7pm Monday to Saturday excluding public holidays; or</li> <li>ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone;</li> </ol> <p>(b) is conducted wholly indoors except where located a minimum of 250m from a sensitive zone;</p> <p>(c) does not receive deliveries between 7pm and 7am.</p>	<p><b>AO2.1</b> The subject site is not identified within this zone or precinct. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p><b>AO2.2</b> Development for low impact industry in the Low impact industry zone or General industry A zone precinct of the Industry zone or Mixed industry and business zone precinct or Major education and research facility zone precinct of the Specialised centre zone:</p> <p>(a) operates:</p> <ol style="list-style-type: none"> <li>i. between 7am and 7pm Monday to Saturday excluding public holidays; or</li> <li>ii. so it is not clearly audible from a residential zone, or a <a href="#">sensitive use</a> in a centre zone;</li> </ol>	<p><b>AO2.2</b> The subject site is not identified within this zone or precinct. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(b) is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; (c) does not receive deliveries between 7pm and 7am.		
	<b>AO2.3</b> Development for medium impact industry A in the Low impact industry zone or General industry A zone precinct of the Industry zone: (a) operates: i. between 7am and 7pm Monday to Saturday excluding public holidays; or ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; (b) is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; (c) does not receive deliveries between 7pm and 7am.	<b>AO2.3</b> The subject site is not identified within this zone or precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO2.4</b> Development for medium impact industry B in the Low impact industry zone or General industry A zone precinct of the Industry zone: (a) operates: ys; or in a centre zone; (b) is conducted wholly indoors except where located a minimum of 250m from a sensitive zone;	<b>AO2.4</b> The subject site is not identified within this zone or precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(c) does not receive deliveries between 7pm and 7am.		
	<p><b>AO2.5</b> Development for research and technology industry in the Low impact industry zone or General industry A zone precinct of the Industry zone or Mixed use zone or Mixed industry and business zone precinct or Major education and research facility zone precinct of the Specialised centre zone:</p> <p>(a) operates:</p> <ul style="list-style-type: none"> <li>i. between 7am and 7pm Monday to Saturday excluding public holidays; or</li> <li>ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone;</li> </ul> <p>(b) is conducted wholly indoors except where located a minimum of 250m from a sensitive zone;</p> <p>(c) does not receive deliveries between 7pm and 7am.</p>	<p><b>AO2.5</b> The proposed development does not involve research and technology. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p><b>AO2.6</b> Development for an educational establishment in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <p>(a) operates:</p> <ul style="list-style-type: none"> <li>i. between 7am and 7pm Monday to Saturday excluding public holidays; or</li> <li>ii. so it is not clearly audible from a residential zone, or a sensitive use in</li> </ul>	<p><b>AO2.6</b> The proposed development does not involve an educational establishment. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	a centre zone; (b) is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; (c) does not receive deliveries between 7pm and 7am.		
	<b>AO2.7</b> Development for a car wash where in a zone in the Centre zones category only operates between 7am to 6pm, including deliveries.	<b>AO2.7</b> The proposed development does not involve a car wash. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO2.8</b> Development for a car wash in the Low impact industry zone or General industry A zone precinct of the Industry zone: (a) operates between 7am and 7pm Monday to Saturday excluding public holidays; or (b) is not clearly audible from a residential zone or sensitive use in a centre zone.	<b>AO2.8</b> The proposed development does not involve a car wash. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO2.9</b> Development for medium impact industry in the General industry B zone precinct of the Industry zone: (a) does not involve outdoor activities between 7pm and 7am; or (b) is not clearly audible from a use in a residential zone, or a sensitive use in a centre zone; or (c) is in a location at least 500m from a sensitive zone.	<b>AO2.9</b> The subject site is not identified within this zone or precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<b>AO2.10</b> Development for a high impact industry does not involve an activity that generates noise emissions from the site.	<b>AO2.10</b> The proposed development does not involve a high impact industry use. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO2.11</b> Development for a concrete batching plant is located a minimum of 500m from a sensitive zone.	<b>AO2.11</b> The proposed development does not involve a concrete batching plant. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO2.12</b> No acceptable outcome is prescribed for development for a special industry.	<b>AO2.12</b> The proposed development does not involve special industry. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO2.13</b> Development for a renewable energy facility does not generate noise which is clearly audible and creates a disturbance at a sensitive zone.	<b>AO2.13</b> The proposed development does not involve a renewable energy facility. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO2.14</b> No acceptable outcome is prescribed for development in any other zones not listed above.	<b>AO2.14</b> The proposed development is located within the Industry zone. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO3</b> Development minimises the risk to public safety, property and the environment from technological hazards such as fire, explosion and toxic release and achieves the hazard and risk criteria in Table 9.3.12.3.I.	<b>AO3</b> Development does not include the storage of dangerous goods and combustible liquids above the volumes/quantities identified in Table 9.3.12.3.H.	<b>AO3</b> The proposed development does not involve the storage of dangerous goods and combustible liquids above the volumes/quantities identified within Table 9.3.12.3.H.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>Note—A preliminary hazard analysis report prepared in accordance with the Industrial hazard and risk assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.</i></p>			
<p><b>PO4</b> Development for a warehouse in the General industry C zone precinct of the Industry zone: (a) is limited to large format logistics and distribution centres; (b) requires separation from sensitive uses provided by the precinct due to potential amenity impacts from the scale and intensity of operation; (c) does not compromise the long-term capacity of the precinct to meet demand for high impact industry.</p>	<p><b>AO4</b> Development for a warehouse in the General industry C zone precinct of the Industry zone: (a) is a minimum gross floor area of 10,000m<sup>2</sup> (per tenancy/unit); (b) operates 24 hours a day and seven days a week; (c) involves access and servicing by B-double or Over-dimensional vehicles; (d) is described as a major development in the Transport, access, parking and servicing planning scheme policy; (e) does not involve a self-storage facility.</p>	<p><b>AO4</b> As noted, the proposed development seeks to establish a Warehouse for Low impact industry and Medium impact industry uses over the subject site inclusive of 28x 'micro-warehouse' attached units varying in sizes from 250m<sup>2</sup> to 428m<sup>2</sup>. As such, a Performance Solution is sought for this outcome. For further details, please refer to Section 4 of the Town Planning Report.</p>	<p><input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Performance Solution</p>
<p><b>PO5</b> Development on land used for urban purposes is serviced adequately with: (a) water supply which meets the stated standard of service for intended use and fire-fighting purposes; (b) waste disposal.</p>	<p><b>AO5</b> Development provides all lots with: (a) reticulated water supply; (b) reticulated sewerage or an appropriate on-site sewerage service where the development does not provide access to reticulated sewer for all lots</p>	<p><b>AO5</b> The subject site achieves connections to all reticulated services.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p><b>PO6</b> Development in the City core and City frame area indicated in</p>	<p><b>AO6</b> Development in the City core and City frame area indicated in of the Transport, access,</p>	<p><b>AO6</b></p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
{Link,37501,Figure a} of the Transport, access, parking and servicing code provides car parking spaces at a rate which discourages private car use and encourages walking, cycling and the use of public transport.	parking and servicing code provides car parking spaces at the maximum parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	The subject site is not identified within the City core or the City frame. As such, this criterion is not applicable.	
<b>PO7</b> Development outside of the City core and City frame area indicated in {Link,37501,Figure a} of the Transport, access, parking and servicing code provides for the number of on-site parking spaces required to accommodate design peak parking demands without overflow parking to an adjoining premises or adjoining streets.	<b>AO7</b> Development outside of the City core and City frame area indicated in of the Transport, access, parking and servicing code provides a number of on-site car parking spaces: (a) in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) which does not result in on-street parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.	<b>AO7</b> The proposed development provides for a compliant number of carparking spaces for the size of development.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO8</b> Development provides for outdoor lighting which does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.	<b>AO8.1</b> Development provides for outdoor lighting with technical parameters, design, installation, operation and maintenance which is in compliance with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting.	<b>AO8.1</b> The proposed development will provide outdoor lighting in accordance with the relevant requirements.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO8.2</b> Development ensures that floodlighting is restricted to the type that gives no upward component of light where mounted horizontally, such as a full cut off luminaire.	<b>AO8.2</b> If floodlighting is to be provided, it will be in accordance with the relevant requirements.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>Additional performance outcomes and acceptable outcomes where involving an extension to an existing premises or a new premises</b>			

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><b>PO9</b> Development is designed and constructed to prevent the emission of contaminants to surface water or groundwater.</p> <p><i>Note—For guidance on assessing potential impacts and performance requirements, refer to the Infrastructure design planning scheme policy.</i></p>	<p><b>AO9.1</b> Development ensures that liquid or solid wastes, other than stormwater, are not discharged to land or waters.</p>	<p><b>AO9.1</b> Development ensures that liquid or solid wastes, other than stormwater, are not discharged to land or waters.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p><b>AO9.2</b> Development where not for a concrete batching plant ensures that the storage of contaminating substances or areas where potentially contaminating activities are conducted, are:</p> <p>(a) roofed or covered to prevent the ingress of rainfall and run-off, and that roof water is piped away from an area of potential spills or contamination;</p> <p>(b) paved with an impervious surface and bunded so that any spills are retained on site for removal.</p>	<p><b>AO9.2</b> The proposed development does not involve the storage of contaminating substances or activities. As such, this criterion is not applicable.</p>	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p><b>AO9.3</b> Development for a concrete batching plant complies with the surface and groundwater protection section of the Concrete batching plant planning scheme policy.</p>	<p><b>AO9.3</b> The proposed development does not involve a concrete batching plant. As such, this criterion is not applicable.</p>	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p><b>AO9.4</b> Development involving storing or dispensing of petroleum manages discharges to the stormwater system in compliance with the surface and groundwater protection section of the Storage and dispensing of petroleum products planning scheme policy.</p>	<p><b>AO9.4</b> The proposed development does not involve the storing or dispensing of petroleum. As such, this criterion is not applicable.</p>	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><b>PO10</b> Development includes spill management and stormwater treatment systems for fuel dispensing areas that achieve the stormwater treatment criteria in {Link,43038,Table 9.3.12.3.K}.</p>	<p><b>AO10</b> Development: (a) does not include fuel dispensing; or (b) complies with the surface water and groundwater protection standards of the Storage and dispensing of petroleum products planning scheme policy; (c) includes fuel dispensing areas that are drained to a containment vessel having no connection to sewer or stormwater in compliance with the fuel dispensing area standards of the Storage and dispensing of petroleum products planning scheme policy.</p>	<p><b>AO10</b> The proposed development does not involve fuel dispensing. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p><b>PO11</b> Development is designed and constructed to prevent ground contamination.</p>	<p><b>AO11</b> Development: (a) ensures that there is no underground fuel storage on the site; or (b) where involving storing and dispensing of petroleum complies with the surface and groundwater protection section of the Storage and dispensing of petroleum products planning scheme policy.</p>	<p><b>AO11</b> The proposed development does not involve underground fuel storage on site.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p><b>PO12</b> Development: (a) is of a scale and design which contributes positively to the visual character of the area, especially as seen from the street; (b) is easily accessible and legible; (c) designs and locates vehicle unloading and outdoor storage</p>	<p><b>AO12.1</b> Development has a maximum site cover which is: (a) 75% in the Industry investigation zone, Low impact industry zone and Industry zone; (b) 25% in the Special industry zone and Extractive industry zone.</p>	<p><b>AO12.1</b> The proposed development achieves a site cover less than 75%.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>areas to be unobtrusive from the street;</p> <p>(d) is designed to accommodate the car parking and servicing demands of the wide range of industry and warehouse uses supported in the relevant zone or zone precinct.</p>	<p><b>AO12.2</b> Development has a maximum building height of 15m.</p>	<p><b>AO12.2</b> The proposed development achieves a building height less than 15m.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p><b>AO12.3</b> Development ensures that no part of any building or structure is closer than 6m to any street frontage.</p>	<p><b>AO12.3</b> The proposed development achieves a front setback greater than 6m to Boundary Road; however, does not achieve a similar setback to Kelliher Road. As such, a performance solution is sought in response to this outcome. For further information, please refer to Section 4 of the Town Planning Report.</p>	<p><input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Performance Solution</p>
	<p><b>AO12.4</b> Development ensures that: (a) the main pedestrian entry to the building is: i. easily identifiable; ii. clearly visible; iii. directly accessible from the street; (b) the ground storey offices, display windows and entrance foyers are orientated towards the street frontage. Refer to Figure a.</p>	<p><b>AO12.4</b> The proposed development achieves pedestrian access to the building from Boundary Road and Kelliher Road and is easily identifiable, clearly visible and directly accessible from the street.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p><b>AO12.5</b> Development provides street numbers and building and tenancy names which are displayed at the ground storey and are clearly identifiable from the street.</p>	<p><b>AO12.5</b> The proposed development will provide street numbers and building / tenancy names in accordance with this outcome.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p><b>PO13</b> Development provides landscaping: (a) areas in locations where planting</p>	<p><b>AO13.1</b> Development provides landscaping which: (a) covers a minimum of 3% of the site;</p>	<p><b>AO13.1</b> The proposed development seeks to retain existing vegetation on site where possible,</p>	<p><input type="checkbox"/> Compliant</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>will ameliorate the view of the development from major public vantage points;</p> <p>(b) to the site frontage which makes a positive contribution to the streetscape and incorporates bold landscape elements that complement the scale and bulk of the industrial form.</p>	<p>(b) includes a landscaped strip along the site frontage with a minimum width of 2m;</p> <p>(c) includes a landscape strip along any frontage or boundary with a motorway or arterial road of 3m.</p>	<p>while providing additional plantings to soften the built form of the proposed development.</p> <p>A large portion of mature vegetation within the north-western corner of the site is to be retained with appropriate tree protection measures to be put in place during project delivery. Importantly, this area of retained, mature vegetation is seen to make a positive contribution to the street scape and will assist in complementing the scale and bulk of the proposed build form. For further details, please refer to the enclosed Landscape Concept Plan prepared by LAUDink.</p>	<p><input type="checkbox"/> N/A</p> <p><input checked="" type="checkbox"/> Performance Solution</p>
	<p><b>AO13.2</b> Development provides tree planting to site frontages which will achieve a canopy spread over 50% of the site frontage within 5 years of planting.</p> <p><i>Note—Existing significant vegetation that already contributes to these requirements is to be retained.</i></p>	<p><b>AO13.2</b> The proposed development will seek to retain existing where possible. Otherwise, new vegetation will be proposed in accordance with this outcome.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
	<p><b>AO13.3</b> Development provides shade trees in a car parking area at a ratio of 1 tree for each 6 car parking spaces.</p>	<p><b>AO13.3</b> The proposed development will provide adequate trees and ground covers throughout the site.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
	<p><b>AO13.4</b> Development provides large trees and spreading ground covers in all landscape</p>	<p><b>AO13.4</b> The proposed development will provide trees and ground covers throughout the site.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	areas within the site.		<input type="checkbox"/> Performance Solution
	<b>AO13.5</b> Development provides, in an area where screening or buffering is required, large screening shrubs of an appropriate density and size to complement the scale and bulk of the subject building.	<b>AO13.5</b> The proposed development does not require screening or buffering. As such, this criterion is not applicable.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO14</b> Development creates a socially, visually and physically amenable work environment.	<b>AO14</b> Development provides an on-site recreation area for staff which: <ul style="list-style-type: none"> <li>(a) includes seating, tables and rubbish bins;</li> <li>(b) is adequately protected from the weather;</li> <li>(c) is safely accessible to all staff;</li> <li>(d) is separate and private from public areas;</li> <li>(e) is located away from a noisy or odorous activity.</li> </ul> Refer to Figure b.	<b>AO14</b> The proposed development provides two common outdoor areas for staff that are designed in accordance with this outcome.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO15</b> Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	<b>AO15</b> Development incorporates the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by: <ul style="list-style-type: none"> <li>(a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;</li> <li>(b) defining different uses and public and private ownerships through design and restricting access from non-residential</li> </ul>	<b>AO15</b> The proposed development incorporated the key elements of CPTED.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>uses into private residential dwellings;</p> <p>(c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages;</p> <p>(d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit;</p> <p>(e) including way-finding cues;</p> <p>(f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets and communal areas.</p> <p><i>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</i></p>		
<p><b>PO16</b> Development minimises opportunities for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p><b>AO16</b> Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping, by:</p> <p>(a) denying access to potential canvases through access control techniques;</p> <p>(b) reducing potential canvases through canvas reduction techniques;</p> <p>(c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.</p>	<p><b>AO16</b> The proposed development incorporates graffiti and vandalism prevention techniques with the use of canvas reduction techniques and easily maintained surfaces.</p>	<p><input checked="" type="checkbox"/> Compliant  <input type="checkbox"/> N/A  <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<i>Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy.</i>		
<b>PO17</b> Development is serviced adequately with: (a) refuse disposal; (b) telecommunications; (c) energy supply.	<b>AO17.1</b> Development is provided with and connected to electricity and telecommunications.	<b>AO17.1</b> The proposed development will be connected to electricity and telecommunications.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO17.2</b> Development does not impede existing refuse removal provisions and provides for a dedicated area or system to ensure adequate access to and removal of refuse.  <i>Note—Refer to the Refuse planning scheme policy for further guidance.</i>	<b>AO17.2</b> The proposed development does not impede refuse removal provisions and provides for a waste management plan in accordance with the Refuse planning scheme policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO18</b> Development is situated on a site which is provided with a constructed road access, frontage treatment and access crossings to an appropriate urban standard.	<b>AO18</b> Development is provided with the following works which are constructed to the applicable design standard for comparable new subdivision requirements: (a) concrete kerb and channel; (b) paved roadway; (c) a constructed walkway or repair of any damage to any walkway caused by construction or operational activities; (d) drainage works; (e) services conduits.	<b>AO18</b> The proposed development does not involve a subdivision. As such, this criterion is not applicable.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO19</b> Development is provided with adequate vehicle access to service the uses proposed for the site, including a	<b>AO19</b> Development provides for all vehicles, including servicing and waste disposal vehicles, to enter and exit the site in forward	<b>AO19</b> The proposed development provides for all vehicles to enter and exit the site in a forward gear. For further details, please refer to the	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
safe and easily accessible vehicle movement layout.	gear, and comply with the car parking design and site access guidelines in the Transport, access, parking and servicing planning scheme policy.	enclosed Traffic Impact Assessment prepared by <i>Q Traffic</i> .	<input type="checkbox"/> Performance Solution
<b>Section B – If Assessable development</b>			
<b>Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises within 150m of a sensitive zone other than for research and technology industry in the Mixed use zone</b>			
<b>PO20</b> Development for a building: (a) is reasonably compatible in appearance and scale with nearby residential buildings; (b) ensures that the reflectivity of roofing materials or solar panel systems does not impact on the amenity of adjoining premises.	<b>AO20.1</b> Development has a maximum building height of 9.5m within 20m of a sensitive zone.	<b>AO20.1</b> The subject site is not located within 150m of a sensitive zone. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO20.2</b> Development has buildings which are constructed with brick, painted concrete or masonry and does not incorporate highly reflective materials.	<b>AO20.2</b> The subject site is not located within 150m of a sensitive zone. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises where the site is on the opposite side of the road to a sensitive zone other than for research and technology industry in the Mixed use zone</b>			
<b>PO21</b> Development has a site layout which presents attractively with landscaping and building to a sensitive zone.	<b>AO21</b> Development ensures that: (a) the only activity located between the frontage landscape strip and the building is car parking for visitors and staff; (b) the building is located towards the front boundary behind the frontage landscape strip; (c) all other on-site activity, outdoor storage of vehicles, goods or material, open storage and servicing is located at the rear of the building and is not visible	<b>AO21</b> The subject site is not located on the opposite side of the road to a sensitive zone. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	from the road. Refer to Figure c.		
<b>Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises where the site has a common side or rear boundary with a site where in a zone in the Residential zones category other than for research and technology industry in the Mixed use zone</b>			
<b>PO22</b> Development provides: (a) appropriate screening and buffering to neighbouring residential areas so that the amenity of these areas is maintained or improved; (b) landscaping of the site to present attractively to a residential area, with fencing and landscaping used to screen site activities from view.	<b>AO22.1</b> Development provides parking and outdoor storage areas which are screened from a zone in the Residential zones category and residential dwellings.	<b>AO22.1</b> The subject site does not share a boundary with a site in a residential zone category. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO22.2</b> Development on a site where a zone in the Residential zones category adjoins the rear of the site ensures that the rear wall of the new industrial building is constructed from side boundary to side boundary. Refer to <a href="#">Figure d.</a>	<b>AO22.2</b> The subject site does not share a boundary with a site in a residential zone category. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO22.3</b> Development ensures that: (a) where a building wall with no openings is orientated to a zone in the Residential zones category, a densely planted landscaped buffer at least 3m wide is provided; or (b) where a building wall with openings is orientated to a zone in the Residential zones category, a densely planted landscaped and screened buffer area at least 6m wide is provided.	<b>AO22.3</b> The subject site does not share a boundary with a site in a residential zone category. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO22.4</b> Development provides landscape buffers consisting of tall trees and shrubs, including a mix of fast-growing pioneer species and	<b>AO22.4</b> The subject site does not share a boundary with a site in a residential zone category. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	mature stock of slower growing permanent species, which will form a complete visual screen of a minimum of 4m in height within 3 years of planting.		<input type="checkbox"/> Performance Solution
Additional performance outcomes and acceptable outcomes if a <a href="#">food and drink outlet</a> , <a href="#">indoor sport and recreation</a> or a <a href="#">shop</a>			
<b>PO23</b> Development: (a) is in a highly accessible location; (b) does not contribute to strip development along arterial roads; (c) must not introduce non-local traffic into minor roads.	<b>AO23</b> Development is to be on a site that: (a) is located on either a district road or a suburban road; (b) does not have a boundary to an arterial road.	<b>AO23</b> The proposed development does not involve the aforementioned uses. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO24</b> Development does not: (a) create an unplanned centre through a clustering of non-industrial uses; (b) cause an incremental extension to the edge of an existing centre through sequential development of multiple non-industrial uses; (c) locate in proximity to an existing centre or non-industrial use of a similar nature; (d) compromise the industrial function of an industrial area.  <i>Note—In interpreting PO24(a), the term 'unplanned centre' means a group, whether on the same site or adjoining premises, of more than one of each of the following uses:</i>	<b>AO24.1</b> Development is not located on a site: (a) adjoining a zone in the Centre zones category; (b) within 400m walking distance from the perimeter of a zone in the Centre zones category; (c) adjoining a site in the Commercial character building overlay.	<b>AO24.1</b> The proposed development does not involve the aforementioned uses. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO24.2</b> Development for a food and drink is not located within 400m walking distance of an existing or approved premises containing a food and drink outlet.	<b>AO24.2</b> The proposed development does not involve the aforementioned uses. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO24.3</b> Development for a shop is not located within 400m walking distance of an existing or approved premises containing a shop.	<b>AO24.3</b> The proposed development does not involve the aforementioned uses. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO24.4</b>	<b>AO24.4</b>	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<ul style="list-style-type: none"> <li>▪ <i>food and drink outlet; or</i></li> <li>▪ <i>shop; or</i></li> <li>▪ <i>indoor sport and recreation.</i></li> </ul>	Development for indoor sport and recreation is not located within 800m walking distance of an existing or approved premises containing indoor sport and recreation.	The proposed development does not involve the aforementioned uses. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO25</b> Development for a food and drink outlet or shop is low key in scale, nature and employment and of an appropriate size to serve the needs of the local industrial workforce and does not detrimentally impact on the primary industrial function of an area.	<b>AO25</b> Development for a food and drink outlet or shop does not exceed a gross floor area of 250m <sup>2</sup> .	<b>AO25</b> The proposed development does not involve the aforementioned uses. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO26</b> Development for indoor sport and recreation is only located in the Low impact industry zone and is low key in scale, nature and employment, and of an appropriate size to serve the needs of the local industrial workforce and does not detrimentally impact on the primary industrial function of the area.	<b>AO26</b> Development for indoor sport and recreation is only located in the Low impact industry zone and does not exceed a gross floor area of 400m <sup>2</sup> .	<b>AO26</b> The proposed development does not involve the aforementioned uses. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO27</b> Development for indoor sport and recreation: <p>(a) is located, designed and constructed to achieve the air quality (planning) criteria in Table 9.3.12.3.B, odour criteria in Table 9.3.12.3.C and health risk criteria in Table 9.3.12.3.D;</p> <p>(b) does not compromise the intended</p>	<b>AO27</b> Development for indoor sport and recreation is located no closer to an industrial use than the distance stated in Table 9.3.12.3.J.	<b>AO27</b> The proposed development does not involve the aforementioned uses. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>industrial function of land in the Industry zone, General industry B zone precinct and General industry C zone precinct, and Special industry zone.</p> <p><i>Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.</i></p>			
<p><b>PO28</b> Development complies with the noise (planning) criteria in Table 9.3.12.3.E, low frequency noise criteria in Table 9.3.12.3.F and night-time noise criteria in Table 9.3.12.3.G.</p> <p><i>Note—A noise impact assessment report prepared in accordance with Noise impact assessment planning scheme policy the can assist in demonstrating achievement of this performance outcome.</i></p>	<p><b>AO28</b> Development where in the Low impact industry zone or General industry A zone precinct of the Industry zone has hours of operation which are limited to 6am to 7pm Monday to Saturday excluding public holidays.</p>	<p><b>AO28</b> The proposed development does not involve the aforementioned uses. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p><b>PO29</b> Development: (a) demonstrates a clear nexus with local industrial activities; (b) services the local industrial workforce; (c) does not adversely impact on the continued operation of nearby industrial uses.</p>	<p><b>AO29</b> Development: (a) is only for trade or industry related training; (b) does not involve overnight accommodation on premises.</p>	<p><b>AO29</b> The proposed development does not involve the aforementioned uses. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

## 4. SECONDARY CODES

### 4.1 Filling & Excavation Code

*Effective V35 - 05 December 2025*

Please refer to the enclosed Civil Code Compliance Report prepared by *Rodgers Consulting Services* for responses to the Filling & Excavation Code.

### 4.2 Infrastructure Design Code

*Effective V35 - 05 December 2025*

Please refer to the enclosed Civil Code Compliance Report prepared by *Rodgers Consulting Services* for responses to the Infrastructure Design Code.

### 4.3 Landscape Work Code

*Effective V35 - 05 December 2025*

#### 4.3.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Landscape work code is to assess the suitability of the landscape work aspect of development.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Landscape work retains, protects and integrates significant on-site vegetation into development design. (b) Landscape work ensures acoustic barriers and landscaping create effective buffers to adjacent sites. (c) Landscape work is sustainable, effective, functional and safe through appropriate maintenance, design for climate, structural considerations and growing media. (d) Landscape work ensures planting species selection is appropriate to the planting environment, climate, development settings, long-term performance, and balances the intended form and scale of the development.	The proposed landscaping outcomes provide for a sustainable, effective, functional and safe environment with a plant species appropriate to the context of the development. The proposed landscaping outcomes incorporates effective buffers to adjoining development and seeks to retain vegetation where possible.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(e) Landscape work in artificial growing environments is designed, installed and maintained to ensure the intended functional and aesthetic outcomes required for the development are achieved and sustained over the long term.		

#### 4.3.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<b>PO1</b> Development ensures that trees are protected from development impacts.	<b>AO1.1</b> 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.	<b>AO1.1</b> Existing vegetation will be retained where possible and will be protected in accordance with AS 4970-2009 Protection of trees on development sites.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO1.2</b> Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: <ul style="list-style-type: none"> <li>(a) vegetation damaged as a result of the development;</li> <li>(b) vegetation requiring pruning of branches and/or roots.</li> </ul>	<b>AO1.2</b> The development will ensure that trees identified in the development approval are retained and protected in accordance with AS 4970-2009 – Protection of trees on development sites. Such an outcome can be conditioned accordingly by Council.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO2</b> Development provides acoustic barriers and long fences along street frontages which: <ul style="list-style-type: none"> <li>(a) are enhanced by appropriate planting;</li> <li>(b) are of high visual quality;</li> <li>(c) are designed for longevity;</li> </ul>	<b>AO2.1</b> 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: <ul style="list-style-type: none"> <li>(a) is designed in compliance with the standards in the Infrastructure design planning scheme policy;</li> <li>(b) incorporates elements of visual interest appropriate to the scale of the</li> </ul>	<b>AO2.1</b> The proposal ensures that an acoustic barrier or fence which is required by a use code to be provided along a fence or within the site is designed in compliance with the standards in the Infrastructure design planning scheme policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(d) provide maintenance access and promote pedestrian permeability in appropriate circumstances.	<p>development for a fence or acoustic barrier over 40m long;</p> <p>(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;</p> <p>(d) incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas.</p>		
	<p><b>AO2.2</b> Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates:</p> <p>(a) species in accordance with the Planting species planning scheme policy;</p> <p>(b) a minimum of 2 tier planting.</p>	<p><b>AO2.2</b> The proposal ensures that any planting buffer which is required by a use code to be provided along a fence or within the site is designed in compliance with the Planting Species Planning Scheme Policy and provides a minimum of 2 tier planting.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
<p><b>PO3</b> Development provides species as a screen or buffer which maintain the amenity of adjoining premises.</p>	<p><b>AO3</b> Development ensures that a landscape buffer required by a use code incorporates:</p> <p>(a) species in accordance with the Planting species planning scheme policy;</p> <p>(b) a minimum of 2 tier planting.</p>	<p><b>AO3</b> The proposal ensures that any landscaping buffer which is required by a use code is designed in compliance with the Planting Species Planning Scheme Policy and provides a minimum of 2 tier planting.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
<p><b>PO4</b> Development provides growing media and volumes appropriate for landscape work to ensure the long-term performance, ease of maintenance and sustainability of plantings.</p>	<p><b>AO4.1</b> Development provides growing media and volumes for landscape work in accordance with the Landscape design planning scheme policy.</p> <p><i>Note—Notations of proposed growing media and soil volume calculations for the documented</i></p>	<p><b>AO4.1</b> The proposal does not involve podium planting. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<i>mature vegetation size and scale may assist in demonstrating compliance with the acceptable outcome.</i>		
	<b>AO4.2</b> Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.	<b>AO4.2</b> The proposal will provide species which are appropriate for the subtropical climate of Brisbane to ensure long-term performance.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO4.3</b> Development provides podium planting in compliance with the Infrastructure design planning scheme policy.	<b>AO4.3</b> The proposal does not involve podium planting. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO5</b> Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.	<b>AO5.1</b> Development incorporates a plant selection along a pathway which ensures: (a) a clear trunk height of minimum 1.8m at maturity; (b) a shrub height of maximum 1m at maturity.  <i>Refer to the Crime prevention through environmental design planning scheme policy.</i>	<b>AO5.1</b> The proposed development incorporates plant selection along any pathways in accordance with the relevant trunk and shrub heights at maturity.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO5.2</b> Landscaping and mounding do not interfere with visibility along a pathway.  <i>Refer to the Crime prevention through environmental design planning scheme policy.</i>	<b>AO5.2</b> The proposed development ensures landscaping and any mounding does not interfere with visibility along a pathway.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><b>PO6</b> Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.</p>	<p><b>AO6</b> Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area.</p>	<p><b>AO6</b> The development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p><b>PO7</b> 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;</p>	<p><b>AO7</b> Development provides species in accordance with the Planting species planning scheme policy.</p>	<p><b>AO7</b> The proposed landscaping outcomes provides species in accordance with the Planting Species Planning Scheme Policy.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p><b>PO8</b> 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.</p> <p><i>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate</i></p>	<p><b>AO8.1</b> 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;            b) 95% coverage of the extent of the elevation within 2 years where for green facades.</p>	<p><b>AO8.1</b> The proposed development provides plant species that will provide sufficient densities. Please refer to the enclosed Landscape Concept Plan prepared by LAUDink for further information.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p><b>AO8.2</b> Development achieves the minimum planting coverage for any artificial growing environment as specified in the Landscape design planning scheme policy.</p>	<p><b>AO8.2</b> The proposed development has been designed in accordance with the relevant requirements of the Landscape design planning scheme policy. Please refer to the enclosed Landscape Concept Plan prepared by LAUDink for further information.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<i>compliance with the performance outcome and acceptable outcomes.</i>			
<b>PO9</b> 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.	<b>AO9.1</b> Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy.	<b>AO9.1</b> The proposed development incorporates species within a car parking area which are in accordance with the Planting Species Planning Scheme Policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO9.2</b> Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	<b>AO9.2</b> Any planting within car parking areas will be suitably protected by either wheel stops or bollards.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO10</b> Development for a shade structure does not compromise landscape outcomes.	<b>AO10</b> Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.	<b>AO10</b> Any shade structure for car parking areas will allow for sunlight and rainwater accordingly.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO11</b> Development involving the construction of retaining walls provides for: <ul style="list-style-type: none"> <li>(a) safety;</li> <li>(b) an attractive appearance appropriate to the surrounding area;</li> <li>(c) easy maintenance;</li> <li>(d) longevity;</li> <li>(e) minimal water seepage impacts.</li> </ul>	<b>AO11</b> Development of a retaining wall: <ul style="list-style-type: none"> <li>(a) is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a Registered Professional Engineer Queensland;</li> <li>(b) incorporates planting areas.</li> </ul>	<b>AO11</b> Any proposed retaining walls will be constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO12</b>	<b>AO12.1</b>	<b>AO12.1</b>	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>Development provides for:</p> <p>(a) water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape;</p> <p>(b) drainage and stormwater management measures to reduce any adverse impacts on the landscape;</p> <p>(c) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised;</p> <p>(d) reticulated irrigation to all artificial growing environments.</p> <p><i>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</i></p>	<p>Development provides drainage for artificial growing environments which is connected to stormwater drain.</p>	<p>The proposal will provide landscaping and irrigation in compliance with the standards of the Landscape design guidelines for water conservation planning scheme policy.</p>	<p><input checked="" type="checkbox"/> Compliant  <input type="checkbox"/> N/A  <input type="checkbox"/> Performance Solution</p>
	<p><b>AO12.2</b>  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.</p>	<p><b>AO12.2</b>  The proposal will provide landscaping and irrigation in compliance with the standards of the Landscape design guidelines for water conservation planning scheme policy.</p>	<p><input checked="" type="checkbox"/> Compliant  <input type="checkbox"/> N/A  <input type="checkbox"/> Performance Solution</p>
	<p><b>AO12.3</b>  Development provides areas of pavement, turf, landscaping and mulched garden beds which are adequately drained.</p> <p><i>Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.</i></p>	<p><b>AO12.3</b>  Any new landscaping will provide areas of pavement, turf and mulched garden beds which are adequately drained.</p>	<p><input checked="" type="checkbox"/> Compliant  <input type="checkbox"/> N/A  <input type="checkbox"/> Performance Solution</p>
	<p><b>AO12.4</b>  Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.</p>	<p><b>AO12.4</b>  The proposed development has been designed in accordance with the relevant requirements of the Landscape design planning scheme policy. Please refer to the enclosed Landscape Concept Plan prepared by LAUDink for further information.</p>	<p><input checked="" type="checkbox"/> Compliant  <input type="checkbox"/> N/A  <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><b>PO13</b> Development provides landscaping and supporting growing environments which;</p> <p>a) are safe;</p> <p>b) ensure efficient and effective maintenance;</p> <p>c) ensures success and long-term performance.</p> <p><i>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</i></p>	<p><b>AO13.1</b> Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.</p>	<p><b>AO13.1</b> The proposal ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p><b>AO13.2</b> Development ensures that where landscape work on structures are serviced from tank water, the control devices are located in a common area.</p>	<p><b>AO13.2</b> The proposal provides a reticulated irrigation system to common landscape and recreation areas and ensures that any podium planters serviced from tank water and the control device is located in a common area.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p><b>AO13.3</b> Development provides one hose cock within each private landscape and recreation area.</p>	<p><b>AO13.3</b> The proposal provides one hose cock within each private landscaped area.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p><b>AO13.4</b> Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.</p>	<p><b>AO13.4</b> The proposed development provides landscaping that utilises appropriate materials to maintain the function of an overland flow path.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p><b>AO13.5</b> Development ensures that all artificial growing environments are accessible for safe and practical maintenance from within the site.</p>	<p><b>AO13.5</b> The proposed development provides planting media and mulch in accordance with AS4454 Compost, soil conditioners and mulches and AS 4419-2003 Soils for landscaping and garden use.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p><b>AO13.6</b> Development ensures that all artificial growing environments are designed to be</p>	<p><b>AO13.6</b></p>	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>durable and to prevent material movement from structures.</p>	<p>The proposed development does not involve artificial growing environments. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Performance Solution</p>
	<p><b>AO13.7</b> Development ensures that artificial growing environments are designed to allow for flush out.</p>	<p><b>AO13.7</b> The proposed development does not involve artificial growing environments. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p><b>AO13.8</b> Irrigation systems are designed to prevent overspray outside of planting areas.</p>	<p><b>AO13.8</b> The proposed development does not involve artificial growing environments. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p><b>PO14</b> Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.</p>	<p><b>AO14</b> Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.</p>	<p><b>AO14</b> The proposal ensures plant species are selected and sited, taking into consideration the location and access requirements of overhead and underground services.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p><b>PO15</b> Development ensures that landscaping in artificial growing environments is appropriately designed, located and supported to ensure long-term performance, safety and function.</p> <p><i>Note—Guidance is provided in the Landscape design planning scheme policy.</i></p>	<p><b>AO15.1</b> Artificial growing environments are designed in accordance with the Landscape design planning scheme policy and are considered in the structural design of the development.</p> <p><b>AO15.2</b> Artificial growing environments include appropriate drainage and waterproofing in accordance with the Landscape design planning scheme policy.</p>	<p><b>AO15.1</b> The proposed development does not involve artificial growing environments. As such, this criterion is not applicable.</p> <p><b>AO15.2</b> The proposed development does not involve artificial growing environments. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p> <p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p><b>PO16</b> Development incorporating a rooftop garden provides landscaping that:</p>	<p><b>AO16.1</b> Development incorporating a rooftop garden provides landscaping that includes:</p>	<p><b>AO16.1</b></p>	<p><input type="checkbox"/> Compliant</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>a) is integrated into the rooftop garden design;</p> <p>b) ensures that landscaped open spaces dominate the built form elements;</p> <p>c) contributes to shade of communal open space;</p> <p>d) enhances the visual amenity and function of different rooftop garden spaces;</p> <p>e) contributes to greening the building appearance when viewed from external public vantage points.</p>	<p>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;</p> <p>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;</p> <p>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.</p>	<p>The proposed development does not incorporate a rooftop garden. As such, this criterion is not applicable.</p>	<p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
<p><i>Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.</i></p>	<p><b>AO16.2</b></p> <p>Development for a rooftop garden where Section 1.7.7(3) applies, or where exceeding maximum building height, provides soft landscaping features that are:</p> <p>a) a minimum 75% open to the sky;</p> <p>b) provided in addition to any artificial soft landscape features.</p>	<p><b>AO16.2</b></p> <p>The proposed development does not incorporate a rooftop garden. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

#### 4.4 Outdoor Lighting Code

Effective V35 - 05 December 2025

##### 4.4.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Outdoor lighting code is to assess the suitability of outdoor lighting.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Outdoor lighting efficiently lights a desired area while minimising the adverse impacts of spill lighting on adjoining uses.	Any proposed outdoor lighting will avoid adverse impact on adjoining uses or on the behaviour of native fauna.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(b) Outdoor lighting does not create an adverse impact on the behaviour of native fauna.		

##### 4.4.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<b>PO1</b> 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.	<b>AO1.1</b> Development ensures that technical parameters, design, installation, operation and maintenance of outdoor lighting: (a) comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; (b) maintain a minimum of 20lux at the footpath level where in a zone in the centre zones category or the Mixed use zone.  <i>Note—The effects of outdoor lighting should be mitigated where a window of a habitable room of a nearby dwelling will be illuminated beyond maximum permissible values outlined in AS</i>	<b>AO1.1</b> The proposal will ensure that any outdoor lighting will comply with the relevant standards and requirements outlined in the acceptable outcome.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	4282-1997 Control of the obtrusive effects of outdoor lighting.		
	<b>AO1.2</b> Development provides floodlighting that is restricted to a type that gives no upward component of light where mounted horizontally, such as a full cut off luminaire.	<b>AO1.2</b> The proposal will ensure that any floodlighting is restricted to a type that gives no upward component of light where mounted horizontally.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

#### 4.5 Stormwater Code

Effective V35 - 05 December 2025

Please refer to the enclosed Civil Code Compliance Report prepared by *Rodgers Consulting Services* for responses to the Stormwater Code.

#### 4.6 Transport, Access, Parking & Servicing Code

Effective V35 - 05 December 2025

##### 4.6.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Transport, access, parking and servicing code is to assess the suitability of the transport, access, parking and servicing aspects of development.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development provides for access, circulation, parking and vehicle-based services for all relevant transport modes, including walking, cycling and public transport relevant to the nature of the proposed development and its location in relation to the transport network and surrounding existing and future land uses. (b) Development enhances the potential for trip making other than by private vehicle. (c) Development provides safe access for all transport modes that does not impact adversely on the efficiency and safety of the transport network or diminish the amenity of nearby land uses.	The proposed development seeks to provide car parking arrangements for the new 28 units. In accordance with Table 14 of the Transport, access, parking and servicing planning scheme policy within the <i>Brisbane City Plan</i> , the parking rate for a warehouse use is 2 spaces per tenancy plus 1 space per 100sqm of GFA. As detailed within the Architectural Proposal Plans prepared by <i>CPO Architects</i> , the proposed development results in a total of 173 spaces, inclusive of 2 PWD compliant spaces.  As detailed within the Town Planning Report, the proposed development results in a marginal parking surplus of 2 standard	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(d) Development ensures that impacts on amenity caused by traffic generation is consistent with the community's reasonable expectations for the intended use.</p> <p>(e) Development provides site access arrangements to ensure that any adverse impacts on other development, the transport network and those who use it, are minimised to maintain amenity of the area and the safety and efficiency of the transport system.</p> <p>(f) Development ensures that access, parking and servicing arrangements and impacts such as noise, are consistent with the community's reasonable expectations and avoid risk of damage to people, property and vehicles.</p> <p>(g) Development maximises safety in the use of the transport network, particularly for the most vulnerable users (children, pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient.</p> <p>(h) Development provides for walking and cycling routes and end-of-trip facilities for pedestrians and cyclists, designed and located to make walking and cycling attractive and viable transport options.</p> <p>(i) Development envisaged by the planning scheme, which will potentially have an adverse impact on the operation of the transport network, is designed and of a scale that maintains the safety and efficiency of the transport network.</p> <p>(j) Development provides for on-site parking and manoeuvring areas for cars, motorcycles, bicycles and service vehicles which:</p> <ul style="list-style-type: none"> <li>(i) are safe and convenient to use;</li> <li>(ii) if outside the City core and the City frame identified in Figure a are adequate to meet the design peak-parking demands without significant overflow to adjacent premises or the generation of excessive on-street car</li> </ul>	<p>spaces. For further information, please refer to the enclosed Architectural Proposal Plans prepared by <i>CPO Architects</i> and the Traffic Engineering Report prepared by <i>Q Traffic</i>.</p>	

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

#### 4.6.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><b>PO1</b> Development is designed:</p> <p>(a) to include a technically competent and accurate response to the transport and traffic elements of the development;</p> <p>(b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy;</p> <p>(c) to ensure the efficient operation and safety of the development and its surrounds.</p> <p><i>Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:</i></p>	<p><b>AO1</b> Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO1</b> The proposed development has been designed in accordance with the relevant requirements of the Transport, access, parking and servicing planning scheme policy.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<ul style="list-style-type: none"> <li>▪ <i>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;</i></li> <li>▪ <i>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;</i></li> <li>▪ <i>ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.</i></li> </ul>			
<p><b>PO2</b> 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</p>	<p><b>AO2</b> No acceptable outcome is prescribed.</p>	<p><b>AO2</b> The proposed development is not identified as a major size. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant  <input checked="" type="checkbox"/> N/A  <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
planning by the Queensland Government and Council.			
<p><b>PO3</b> Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.</p>	<p><b>AO3.1</b> Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO3.1</b> The proposed development seeks access from Boundary Road via a single crossover in addition to Kelliher Road via two crossovers. The proposed access arrangement will provide for viable circulation through the subject site whilst also ensuring safe ingress and egress for all vehicles seeking access to the development. Moreover, the proposed access will be limited to left-in and left-out arrangement as per the requirements of the Transport, access, parking and servicing (TAPS) code. For further details, please refer to the enclosed Traffic Impact Assessment prepared by <i>Q Traffic</i>.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p><b>AO3.2</b> Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.</p>	<p><b>AO3.2</b> The proposed development does not involve an easement for vehicular access. Importantly, a registered easement already exists over the subject site for the purposes of the existing power pylon located within the south-eastern corner of the site. The proposed development will not impact on access to this asset.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><b>PO4</b> Development provides walking and cycle routes through the site which:</p> <p>(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;</p> <p>(b) encourage walking and cycling;</p> <p>(c) ensure pedestrian and cyclist safety;</p> <p>(d) provide a direct and legible network.</p> <p><i>Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.</i></p>	<p><b>AO4.1</b> Development provides walking and cycle routes which are constructed on the carriageway or through the site to:</p> <p>(a) create a walking or cycle route along the full frontage of the site;</p> <p>(b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.</p>	<p><b>AO4.1</b> The proposed development does not involve walking or cycling routes. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
	<p><b>AO4.2</b> Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.</p>	<p><b>AO4.2</b> The proposed development does not involve walking or cycling routes. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
	<p><b>AO4.3</b> Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.</p>	<p><b>AO4.3</b> The proposed development does not involve walking or cycling routes. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
<p><b>PO5</b> Development provides secure and convenient bicycle parking which:</p> <p>(a) for visitors is obvious and located close to the building's main entrance;</p> <p>(b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip</p>	<p><b>AO5.1</b> Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO5.1</b> The proposed development is not required to supply on-site bicycle parking facilities. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
	<p><b>AO5.2</b> Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the</p>	<p><b>AO5.2</b> The proposed development is not required to supply on-site bicycle parking facilities. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>facilities and the main area of the building;</p> <p>(c) is easily and safely accessible from outside the site;</p> <p>(d) does not impact adversely on visual amenity;</p> <p>(e) does not impede the movement of pedestrians or other vehicles;</p> <p>(f) is designed to comply with a recognised standard for the construction of bicycle facilities.</p> <p><i>Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.</i></p>	<p>Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.</p> <p><b>AO5.3</b> Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.</p> <p><b>AO5.4</b> Development provides visitor bicycle parking which does not impede pedestrian movement.</p> <p><b>AO5.5</b> Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO5.3</b> The proposed development is not required to supply on-site bicycle parking facilities. As such, this criterion is not applicable.</p> <p><b>AO5.4</b> The proposed development is not required to supply on-site bicycle parking facilities. As such, this criterion is not applicable.</p> <p><b>AO5.5</b> The proposed development is not required to supply on-site bicycle parking facilities. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p> <p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p> <p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p><b>PO6</b> Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users.</p> <p><i>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.</i></p>	<p><b>AO6</b> Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO6</b> The proposed development does not require end of trip facilities. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<b>PO7</b>	<b>AO7</b>	<b>AO7</b>	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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.	The proposed development provides pedestrian access designed in accordance with the Transport, access, parking and servicing planning scheme policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO8</b> Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	<b>AO8</b> No acceptable outcome is prescribed.	<b>AO8</b> The proposed development provides pedestrian access designed in accordance with the Transport, access, parking and servicing planning scheme policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO9</b> Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; (b) ensure the amenity of adjacent premises, from impacts such as noise and light.	<b>AO9.1</b> No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	<b>AO9.1</b> The proposed development is not identified as a major development. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO9.2</b> Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	<b>AO9.2</b> The proposed development seeks access from Boundary Road via a single crossover in addition to Kelliher Road via two crossovers. The proposed access arrangement will provide for viable circulation through the subject site whilst also ensuring safe ingress and egress for all vehicles seeking access to the development. Moreover, the proposed access will be limited to left-in and left-out arrangement as per the requirements of the Transport, access, parking and servicing (TAPS) code. For further details,	<input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
		please refer to the enclosed Traffic Impact Assessment prepared by <i>Q Traffic</i> .	
	<b>AO9.3</b> Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	<b>AO9.3</b> The proposed development provides for adequate sight distances to and from all proposed access driveways. For further details. Please refer to the enclosed Traffic Impact Assessment prepared by <i>Q Traffic</i> .	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO9.4</b> Development provides access driveways in the road area which: (a) are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; (b) are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	<b>AO9.4</b> The proposed development provides for access driveways which are located, designed and controlled in accordance with the TAPS planning scheme policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO9.5</b> Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	<b>AO9.5</b> The proposed development does not involve shared access arrangements. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO10</b> Redevelopment provides for: (a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy;	<b>AO10</b> No acceptable outcome is prescribed.	<b>AO10</b> The proposed development will ensure old access driveways are made redundant and removed with the kerb line reinstated.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(b) the reinstatement of adjacent footpaths.			
<b>PO11</b> Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	<b>AO11.1</b> Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	<b>AO11.1</b> The proposed development provides for adequate sight distances to and from all proposed access driveways. For further details. Please refer to the enclosed Traffic Impact Assessment prepared by <i>Q Traffic</i> .	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO11.2</b> 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.	<b>AO11.2</b> The proposed development does not involve convex mirrors. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO12</b> Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	<b>AO12</b> Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.  <i>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport,</i>	<b>AO12</b> The subject site is not identified within the City core or the City frame. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<i>access, parking and servicing planning scheme policy.</i>		
<p><b>PO13</b> Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.</p>	<p><b>AO13</b> Development outside of the City core and City frame as identified in Figure a: (a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.</p> <p><i>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.</i></p>	<p><b>AO13</b> The proposed development seeks to provide car parking arrangements for the new 28 units. In accordance with Table 14 of the Transport, access, parking and servicing planning scheme policy within the <i>Brisbane City Plan</i>, the parking rate for a warehouse use is 2 spaces per tenancy plus 1 space per 100sqm of GFA. As detailed within the Architectural Proposal Plans prepared by <i>CPO Architects</i>, the proposed development results in a total of 173 spaces, inclusive of 2 PWD compliant spaces.</p> <p>For further details, please refer to the Traffic Impact Assessment prepared by <i>Q Traffic</i>.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p><b>PO14</b> 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;</p>	<p><b>AO14.1</b> Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.</p>	<p><b>AO14.1</b> The proposed development provides for a compliant number of parking spaces as per Table 14 of the TAPS planning scheme policy. For further information, please refer to the enclosed Traffic Impact Assessment prepared by <i>Q Traffic</i>.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>(b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.</p> <p><i>Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.</i></p>	<p><b>AO14.2</b> Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.</p>	<p><b>AO14.2</b> The proposed development is not a mixed-use development. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p><b>PO15</b> Development provides a car park layout which allows for on-site vehicle parking that:</p> <p>(a) is clearly defined, safe and easily accessible;</p> <p>(b) is designed to contain potential adverse impacts within the site;</p> <p>(c) does not detract from the aesthetics or amenity of an area;</p> <p>(d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact;</p> <p>(e) is consistent with safe and convenient pedestrian and cyclist movement.</p>	<p><b>AO15</b> Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO15</b> The proposed development provides parking and manoeuvring areas in accordance with the relevant requirements of the Transport, access, parking and servicing planning scheme policy.</p> <p>For further information, please refer to the enclosed Traffic Impact Assessment prepared by Q Traffic.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p><b>PO16</b> Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p><b>AO16</b> Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by:</p>	<p><b>AO16</b> The proposed development incorporates the key elements of crime prevention through environmental design.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>(a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;</p> <p>(b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings;</p> <p>(c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages;</p> <p>(d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit;</p> <p>(e) including way-finding cues;</p> <p>(f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.</p> <p><i>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</i></p>		
<p><b>PO17</b> Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p><b>AO17</b> Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by:</p>	<p><b>AO17</b> The proposed development incorporates graffiti and vandalism prevention techniques.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(a) denying access to potential canvases through access control techniques; (b) reducing potential canvases through canvas reduction techniques; (c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.  <i>Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.</i>		
<b>PO18</b> Development is serviced by an adequate number and size of service vehicles.	<b>AO18</b> Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	<b>AO18</b> The proposed development provides for an adequate number of services vehicles. Please refer to the enclosed Traffic Impact Assessment prepared by Q Traffic.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO19</b> Development layout provides for services which: <ul style="list-style-type: none"> <li>(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;</li> <li>(b) are clearly defined, safe and easily accessible;</li> <li>(c) are designed to contain potential adverse impacts of servicing within the site;</li> <li>(d) do not detract from the aesthetics or amenity of the surrounding area.</li> </ul>	<b>AO19.1</b> Development ensures that a service bay provided on site: <ul style="list-style-type: none"> <li>(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;</li> <li>(b) is located away from street frontages and screened from adjoining premises.</li> </ul>	<b>AO19.1</b> The proposed development provides for a compliant service bay. Please refer to the enclosed Traffic Impact Assessment prepared by Q Traffic.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO19.2</b> Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design	<b>AO19.2</b> The proposed development provides manoeuvring areas for the vehicles associated with on-site servicing.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	standards in the Transport, access, parking and servicing planning scheme policy.		
	<b>AO19.3</b> Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	<b>AO19.3</b> The proposed development provides for two compliant shared refuse collection areas.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO20</b> 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.	<b>AO20</b> 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.	<b>AO20</b> The proposed development will ensure the service vehicle utilise the shortest and most direct route to the major road network.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)</b>			
<b>PO21</b> 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	<b>AO21.1</b> 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	<b>AO21.1</b> The proposed development is not required to be serviced by an Austroad class 10 vehicle. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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.	operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.		
	<b>AO21.2</b> Development which is freight-dependent provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.	<b>AO21.2</b> The proposed development is not required to be serviced by an Austroad class 10 vehicle. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

## 5. OVERLAY CODES

### 5.1 Airport Environs Overlay Code

*Effective V35 - 05 December 2025*

#### 5.1.1 Purpose

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

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

### 5.1.2 Performance Outcomes & Acceptable Outcomes

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

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

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<b>AO5.2</b> Development does not materially increase the storage and handling of dangerous goods or combustible liquids within the Public safety area sub-categories.	<b>AO5.2</b> The site is not in the Public safety area sub-categories.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>Section D—If in the Light intensity sub-categories</b>			
<b>PO6</b> Development ensures that buildings and structures do not adversely impact airport operations or interfere with pilot vision.	<b>AO6.1</b> Development ensures that outdoor lighting: <ul style="list-style-type: none"> <li>(a) does not imitate the format of approach or runway lighting by configuring lights in straight parallel lines greater than 500m in length;</li> <li>(b) does not emit light that will exceed the maximum light intensity specified within the light intensity area identified on the Light intensity sub-categories.</li> </ul> <i>Note—Compliance with this acceptable outcome may be demonstrated by complying with the standards specified in the Civil Aviation Safety Authority guideline Chapter 12—Aerodrome lighting, 1.2 Lighting in the vicinity of an aerodrome and written confirmation from the airport operator.</i>	<b>AO6.1</b> The site is not in the Light intensity sub-categories.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO6.2</b> Development in the Within 6km-Max intensity of light sources 3 degrees above horizon sub-category does not involve: <ul style="list-style-type: none"> <li>(a) coloured flashing or sodium lighting; or</li> <li>(b) glare or upward shining lights; or</li> <li>(c) flare plumes.</li> </ul>	<b>AO6.2</b> The site is not located within the light intensity sub-categories.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>Section E—If in the Aviation facilities sub-categories</b>			

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

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

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

## 5.2 Bicycle Network Overlay Code

Effective V35 - 05 December 2025

### 5.2.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(1) The purpose of the Bicycle network overlay code is to:</p> <p>(a) Implement the policy direction in the Strategic framework in particular:</p> <p>(i) Theme 2: Brisbane's outstanding lifestyle and Element 2.1 – Brisbane's identity;</p> <p>(ii) Theme 4: Brisbane's highly effective transport and infrastructure networks and Element 4.1 – Brisbane's transport infrastructure networks.</p> <p>(b) Provide for the assessment of the suitability of development in the Bicycle network overlay.</p>		
<p>(2) The purpose of the code will be achieved through the following overall outcomes:</p> <p>(a) Development contributes to the safe and efficient operation of the existing and planned bicycle network.</p> <p>(b) Cycle routes and pathways are integrated, connected, direct, convenient, legible, safe and suitably shaded to cater for cyclists of all skill levels.</p> <p>(c) Cycle routes are designed and constructed to fulfil the transit functions corresponding to their network classification allowing commuter and recreation cyclists to travel efficiently and safely.</p> <p>(d) The Riverwalk component of the bicycle network provides a continuous inner-Brisbane riverside publicly dedicated shared pedestrian and cyclist pathway; including pavement, shade trees, furniture and lighting; as well as public amenity outcomes such as shade structures, public art and viewing platforms at key locations.</p> <p>(e) Development does not compromise the completion of the bicycle network.</p>	<p>The proposed development achieves the overall outcomes of the Bicycle Network Overlay Code as follows:</p> <ul style="list-style-type: none"> <li>▪ The design does not compromise the efficient and safe operation of existing or planned bicycle networks;</li> <li>▪ The proposed development does not negatively impact the provision of cycle routes or pathways;</li> <li>▪ The development does not compromise the completion of the bicycle network.</li> </ul>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

### 5.2.1 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
General			
<p><b>PO1</b></p> <p>Development contributes to the safe and efficient provision and operation of the bicycle network.</p>	<p><b>AO1</b></p> <p>Development provides cycle routes in accordance with the bicycle network classification and design standard identified on the Bicycle network overlay map and set out in the road corridor design and off-road pathways standards of the Infrastructure design planning scheme policy.</p> <p><i>Note—On a site not traversed or adjoining a route on the Bicycle network overlay map, pedestrian and cyclist movement and permeability is addressed by the Subdivision code (for reconfiguring a lot) and Centre or mixed use code or residential codes (for material change of use).</i></p>	<p><b>AO1</b></p> <p>The proposed development does not negatively impact the existing cycle routes adjacent to the subject site.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
<p><b>PO2</b></p> <p>Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised:</p> <p>(a) the long term infrastructure for the bicycle network in the Long term infrastructure plans;</p> <p>(b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan;</p>	<p><b>AO2</b></p> <p>Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following:</p> <p>(a) for long term infrastructure for the bicycle network in the Long term infrastructure plans;</p> <p>(b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan;</p>	<p><b>AO2</b></p> <p>The proposed development will not impact on the existing bicycle network, specifically, the secondary route to the north along Boundary Road.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>(c) the provision of long term, existing and planned infrastructure for the bicycle network which:</p> <p>(i) is REQUIRED to service the development or existing and future urban development in the planning scheme area; or</p> <p>(ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p> <p><i>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</i></p>	<p>(c) the standards for the bicycle network in the Infrastructure design planning scheme policy.</p>		
<p><b>PO3</b></p> <p>Development provides for the payment of extra trunk infrastructure costs for the following:</p> <p>(a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;</p> <p>(b) for development completely inside the priority infrastructure area in the</p>	<p><b>AO3</b></p> <p>No acceptable outcome is prescribed.</p>	<p><b>AO3</b></p> <p>The subject site is not located within an area of planned infrastructure upgrades. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>Local government infrastructure plan involving:</p> <ul style="list-style-type: none"> <li>(i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;</li> <li>(ii) long term infrastructure for the bicycle network which is made necessary by development that is not assumed future urban development;</li> <li>(iii) other infrastructure for the bicycle network associated with development that is not assumed future urban development which is made necessary by the development.</li> </ul> <p><i>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.</i></p> <p><i>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</i></p>			

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<b>Additional performance outcomes and acceptable outcomes for a site adjacent to or traversed by the Riverwalk–Typology 1 sub-category or Riverwalk–Typology 2 sub-category</b>			
<b>PO4</b> Development contributes to the creation of publicly accessible riverfront by providing a shared, continuous riverside pathway.	<b>AO4</b> Development fronting the river provides a publicly accessible riverfront pathway via a linear land dedication of 10m width as measured from the riverfront ambulatory boundary.	<b>AO4</b> The subject site is not located within close proximity to the Riverwalk.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO5</b> Development provides a high-quality, vibrant and safe riverside path with a strong pedestrian and cyclist amenity focus.	<b>AO5.1</b> Development designs and constructs Riverwalk for the full river frontage of its site, including tree planting, furniture, lighting, balustrading and pavement treatments in compliance with the off-road pathways and public riverside facilities standards in the Infrastructure design planning scheme policy.	<b>AO5.1</b> The subject site is not located within close proximity to the Riverwalk.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO5.2</b> Development ensures that new Riverwalk sections are designed and constructed to connect to existing adjoining sections of the Riverwalk.	<b>AO5.2</b> The subject site is not located within close proximity to the Riverwalk.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO5.3</b> Development provides connections between the Riverwalk and adjoining riverfront premises, street networks, pathways and cross block links, public infrastructure and other destinations in compliance with the public riverside facilities standards in the Infrastructure design planning scheme policy.	<b>AO5.3</b> The subject site is not located within close proximity to the Riverwalk.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><b>PO6</b></p> <p>Development ensures that Riverwalk contributes to the sense of place and cultural significance of the river with inclusion of public art to highlight:</p> <p>(a) activity nodes;</p> <p>(b) entrances and gateways;</p> <p>(c) landmarks and features of interest;</p> <p>(d) visual connectors to the river.</p>	<p><b>AO6</b></p> <p>Development includes public art along the Riverwalk where specified in a neighbourhood plan, in compliance with the public art standards in the Infrastructure design planning scheme policy.</p>	<p><b>AO6</b></p> <p>The subject site is not located within close proximity to the Riverwalk.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
<p><b>PO7</b></p> <p>Development protects existing native riparian vegetation and enhances the Brisbane River's landscape values.</p>	<p><b>AO7.1</b></p> <p>Development retains and enhances existing riparian vegetation through the design and construction of Riverwalk.</p>	<p><b>AO7.1</b></p> <p>The subject site is not located within close proximity to the Riverwalk.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
	<p><b>AO7.2</b></p> <p>Riverwalk and adjoining development is planted with large subtropical riparian tree species that are complementary in scale and height to the adjacent built form.</p> <p>Note—For suitable plant species, refer to the Planting species planning scheme policy.</p>	<p><b>AO7.2</b></p> <p>The subject site is not located within close proximity to the Riverwalk.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
<p><b>PO8</b></p> <p>Development adjoining Riverwalk:</p> <p>(a) contributes to the creation of a vibrant and active waterfront;</p> <p>(b) provides direct access to Riverwalk;</p>	<p><b>AO8.1</b></p> <p>Development adjoining land in the Riverwalk - Typology 1 sub-category incorporates active frontages at the ground storey for a minimum of 90% of the riverside frontage.</p>	<p><b>AO8.1</b></p> <p>The subject site is not located within close proximity to the Riverwalk.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(c) allows for visual interaction and surveillance of the public domain.	<b>AO8.2</b> Development adjoining land in the Riverwalk – Typology 2 sub-category orientates living areas, balconies and private open space at the ground storey to the Riverwalk frontage for passive surveillance.	<b>AO8.2</b> The subject site is not located within close proximity to the Riverwalk.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO9</b> Development ensures that the interface between the Riverwalk and the Brisbane River:	<b>AO9.1</b> Development ensures that the design and construction of any structure over water is in compliance with the standards in the Infrastructure design planning scheme policy.	<b>AO9.1</b> The subject site is not located within close proximity to the Riverwalk.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(a) supports a safe and publicly accessible waterfront; (b) enhances the views of the river, both near and far.	<b>AO9.2</b> Development ensures that any revetment wall: <ul style="list-style-type: none"> <li>(a) minimises impact on the riparian edge;</li> <li>(b) is constructed in compliance with the standards in Infrastructure design planning scheme policy.</li> </ul>	<b>AO9.2</b> The subject site is not located within close proximity to the Riverwalk.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

### 5.3 Biodiversity Areas Overlay Code

Effective V35 - 05 December 2025

#### 5.3.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(1) The purpose of the Biodiversity areas overlay code is to:</p> <p>(a) Implement the policy direction in the Strategic framework, in particular:</p> <p>(i) Theme 3: Brisbane's clean and green leading environmental performance and Element 3.1 – Brisbane's environmental values;</p> <p>(ii) Theme 5: Brisbane's CityShape and Element 5.6 – Brisbane's Greenspace System.</p> <p>(b) Provide for the assessment of the suitability of development in the Biodiversity areas overlay.</p> <p>(c) Provide for matters of local environmental significance and matters of State environmental significance.</p>		
<p>(2) The purpose of the code will be achieved through the following overall outcomes:</p>		
(a) Conservation, consolidation, connection and restoration of the network of lands with in-situ values or areas of strategic biodiversity value within Brisbane.	[Type here]	<input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(b) Protection and enhancement of waterways and foreshores with significant biodiversity values.	[Type here]	<input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(c) Protection and enhancement of wetlands with significant biodiversity values and their hydrological value and water-cleaning functions.	[Type here]	<input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(d) Protection, enhancement and restoration of koala habitat and the facilitation of safe koala movement to assist in the long-term retention of a viable koala population within South East Queensland.	[Type here]	<input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(e) Avoidance of impacts to biodiversity values, ecological features and ecological processes through the placement of development within a development footprint plan.	[Type here]	<input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(f) All reasonable on-site measures to avoid and mitigate impacts on biodiversity values from the development have been, or will be, undertaken.	[Type here]	<input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(g) Provision for environmental offsets that achieve an equivalent environmental outcome, where development will or is likely to have a significant residual impact on matters of local environmental significance or matters of State environmental significance.	[Type here]	<input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

### 5.3.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If for a dwelling house or associated filling or excavation			
<b>PO1</b> Development is within a single development footprint sited to: (a) minimise the clearing and fragmentation of native vegetation, including any vegetative growth and material of vegetative origin, whether living or dead, including trunks, branches, stems, leaves, fruits and flowers, and ecological features within the Biodiversity areas overlay; (b) maximise the extent of habitat restoration of areas of strategic biodiversity value within the High ecological significance sub-category on the Biodiversity areas overlay. (d) (e) <i>Note—An ecological assessment prepared in accordance with the</i>	<b>AO1.1</b> Development ensures that the dwelling house is contained within a single development footprint plan, that minimises the proportion of the development footprint within the High ecological significance sub-category and the General ecological significance sub-category.  <i>Note—Where there is no approved development footprint plan, a development footprint plan is to be prepared to support this acceptable outcome and this plan forms part of the approved development.</i>	<b>AO1.1</b> The proposed development does not involve a dwelling house. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO1.2</b> Development ensures that the dwelling house is contained within a single development footprint plan, no greater than: a) 1000m <sup>2</sup> where in the Low density residential zone, the Low-medium	<b>AO1.2</b> The proposed development does not involve a dwelling house. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>Biodiversity areas planning scheme policy can assist in demonstrating achievement of this performance outcome.</i></p> <p>(f)</p> <p>(g) <i>Note—A development footprint may be used to fulfil recommendations of an ecological assessment. A development footprint plan can be shown on a plan of survey or be part of approved development.</i></p>	<p>density residential zone, the Medium density residential zone, High density residential zone or the Character residential zone; or</p> <p>b) 2500m<sup>2</sup> where in the Environmental management zone, the Conservation zone, the Emerging community zone, the Rural zone or the Rural residential zone, as shown in Figure a.</p> <p><b>AO1.3</b></p> <p>Development ensures that management of vegetation undertaken to reduce risk from bushfire hazard, as demonstrated through a Bushfire Management Plan, occurs within a single bushfire management footprint plan no greater than 1500m<sup>2</sup> which adjoins the development footprint plan. Refer to Figure c.</p>	<p><b>AO1.3</b></p> <p>The proposed development does not involve a dwelling house. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
<p><b>PO2</b></p> <p>Development ensures that ecological features and ecological processes, koala habitat trees, areas of strategic biodiversity value and wetlands are protected to ensure their long-term viability.</p>	<p><b>AO2</b></p> <p>Development ensures that the development footprint plan conserves ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D), koala habitat trees, areas of strategic biodiversity value and wetlands in a spatial configuration which:</p> <p>(a) conserves areas within the High ecological significance sub-category that connect habitat;</p>	<p><b>AO2</b></p> <p>The proposed development does not involve a dwelling house. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(b) maximises the size and consolidates areas to be conserved for biodiversity purposes on site; (c) provides connectivity between areas to be conserved for biodiversity purposes on site; (d) excludes filling or excavation from areas to be conserved for biodiversity, except where it is directly associated with habitat restoration.		
<b>Section B—If for filling or excavation</b>			
<b>PO3</b> Filling or excavation protects the High ecological significance sub-category, General ecological significance sub-category, ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D), koala habitat trees, areas with strategic biodiversity value, and wetlands, and mitigates the impact on ecological processes.  <i>Note—Guidance on identifying koala habitat is included in the Biodiversity areas planning scheme policy.</i>  <i>Note—Where proposing development within the High ecological significance</i>	<b>AO3</b> Development ensures that filling or excavation, other than where directly associated with habitat restoration, is contained within an area located entirely outside of: (a) the High ecological significance sub-category; (b) the High ecological significance strategic sub-category; (c) the General ecological significance sub-category; (d) the General ecological significance strategic sub-category; (e) the tree protection zone of non-juvenile koala habitat trees as shown in Figure b.  <i>Note—A tree survey prepared in accordance with the Biodiversity areas planning scheme</i>	<b>AO3</b> It is acknowledged that the subject site is located within the High ecological significance sub-category; however, it should be noted the site has been cleared of vegetation in accordance with the approved Vegetation Retention Plan as part of approval A003895319.  As such, the proposed earthworks required to deliver the proposed development are seen to be compliant with this outcome with tree protection measures proposed for the existing vegetation on site.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, refer to section 8.2.4.1 Application of this code with regard to satisfying the Purpose of the code and this performance outcome.</p>	<p>policy can assist in demonstrating achievement of acceptable outcome (e).</p>		
<p><b>Section C</b></p>			
<p><b>If a site is wholly or partly in the High ecological significance sub-category</b></p>			
<p><b>PO4</b> Development ensures that ecological features and ecological processes, koala habitat trees, areas of strategic biodiversity value, waterways and wetlands within the High ecological significance sub-category are protected, conserved and restored to ensure the area's long-term viability.</p> <p><i>Note—Where proposing development within the High ecological significance sub-category, the High ecological significance strategic sub-category, the</i></p>	<p><b>AO4.1</b> Development: (a) ensures that the development footprint, including roads, services, stormwater management infrastructure, any associated filling or excavation works and any fire management access and buffers, are located wholly outside the High ecological significance sub-category; or (b) complies with AO4.2, AO4.3 and AO4.4.</p>	<p><b>AO4.1</b> It is important to note that the majority of the subject site is currently devoid of any significant vegetation, with the exception of vegetation retained along the western boundary and within the north-western corner of the site. As such, the subject site should be viewed in context of its current status, opposed to the existing mapping.</p> <p>For further details, please refer to the enclosed Arboricultural Impact Assessment prepared by <i>Litoria</i>.</p>	<p><input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>General ecological significance sub-category or the General ecological significance strategic sub-category, refer to section 8.2.4.1 Application of this code with regard to satisfying the Purpose of the code and this performance outcome. The proposed solution must provide the same level of service without significant disruption of biodiversity values or outcomes.</i></p>	<p><b>AO4.2</b></p> <p>Development ensures that the development footprint, design and layout are informed by an ecological assessment which:</p> <ul style="list-style-type: none"> <li>(a) identifies and evaluates biodiversity values, ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D), koala habitat trees, areas of strategic biodiversity value, waterways and wetlands;</li> <li>(b) identifies the likely impacts of the development to biodiversity;</li> <li>(c) outlines how any potential impacts on biodiversity will be avoided and mitigated.</li> </ul> <p><i>Note—Guidance on completing an ecological assessment, development design and identifying koala habitat are included in the Biodiversity areas planning scheme policy.</i></p>	<p><b>AO4.2</b></p> <p>It is important to note that the majority of the subject site is currently devoid of any significant vegetation, with the exception of vegetation retained along the western boundary and within the north-western corner of the site. As such, the subject site should be viewed in context of its current status, opposed to the existing mapping.</p> <p>For further details, please refer to the enclosed Arboricultural Impact Assessment prepared by <i>Litoria</i>.</p>	<p><input type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input checked="" type="checkbox"/> Performance Solution</p>
	<p><b>AO4.3</b></p> <p>Development ensures that the development footprint, design and layout conserves ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna</p>	<p><b>AO4.3</b></p> <p>It is important to note that the majority of the subject site is currently devoid of any significant vegetation, with the exception of vegetation retained along the western boundary and within the north-western corner of the site. As such, the subject site</p>	<p><input type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input checked="" type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>species listed in Table 8.2.4.3.D), koala habitat trees and wetlands in a spatial configuration which:</p> <ul style="list-style-type: none"> <li>(a) conserves areas within the High ecological significance sub-category that connect habitat or areas of strategic biodiversity value which have the capacity to connect habitat upon being restored;</li> <li>(b) maximises the size and consolidates areas to be conserved for biodiversity purposes on site and in combination with adjoining sites;</li> <li>(c) provides connectivity between areas to be conserved for biodiversity purposes on site and with adjoining sites;</li> <li>(d) minimises the edge-to-area ratio of areas to be conserved for biodiversity purposes to limit edge effects;</li> <li>(e) minimises fragmentation by infrastructure;</li> <li>(f) includes a single development footprint plan for each new residential lot to be created which is:                             <ul style="list-style-type: none"> <li>(i) 1000m<sup>2</sup> or less where on a lot in the Low density residential zone, the Low-medium density residential zone, the Medium density residential zone, the High density residential zone or the Character residential zone;</li> </ul> </li> </ul>	<p>should be viewed in context of its current status, opposed to the existing mapping.</p> <p>For further details, please refer to the enclosed Arboricultural Impact Assessment prepared by <i>Litoria</i>.</p>	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>(ii) 2500m<sup>2</sup> or less where on a lot in the Environmental management zone, the Conservation zone, the Emerging community zone, the Rural zone or the Rural residential zone;</p> <p>(g) excludes filling or excavation from areas to be conserved for biodiversity, except where it is directly associated with habitat restoration.</p> <p>(h)</p> <p>(i) <i>Note—Guidance on development design is included in the Biodiversity areas planning scheme policy.</i></p>		
	<p><b>AO4.4</b></p> <p>Development is designed to minimise edge effects by locating land uses compatible with the long-term preservation of biodiversity adjacent to areas within the High ecological significance sub-category, including:</p> <p>(a) esplanade roads and pathways;</p> <p>(b) landscaping or habitat restoration areas consisting of local indigenous plant species;</p> <p>(c) open space land uses;</p> <p>(d) employee or communal recreation areas;</p> <p>(e) stormwater management infrastructure where adopting water sensitive urban design solutions.</p>	<p><b>AO4.4</b></p> <p>It is important to note that the majority of the subject site is currently devoid of any significant vegetation, with the exception of vegetation retained along the western boundary and within the north-western corner of the site. As such, the subject site should be viewed in context of its current status, opposed to the existing mapping.</p> <p>For further details, please refer to the enclosed Arboricultural Impact Assessment prepared by <i>Litoria</i>.</p>	<p><input type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input checked="" type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<i>Note—Guidance on development design to minimise edge effects is included in the Biodiversity areas planning scheme policy.</i>		
<b>If a site is wholly or partly in the High ecological significance sub-category, where involving a new road</b>			
<p><b>PO5</b></p> <p>Development for a road is designed and constructed to facilitate the safe movement of native fauna.</p>	<p><b>AO5</b></p> <p>Development incorporates location-specific wildlife movement solutions, on any roads which dissect an area within the High ecological significance sub-category.</p> <p><i>Note—Locations for wildlife movement solutions may be indicated on the Streetscape hierarchy overlay mapping. Guidance on wildlife movement infrastructure is included in the Infrastructure design planning scheme policy.</i></p>	<p><b>AO5</b></p> <p>The proposed development does not involve a new road. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
<b>If a site is wholly or partly in the General ecological significance sub-category</b>			
<p><b>PO6</b></p> <p>Development ensures that ecological features and ecological processes, koala habitat trees, areas of strategic biodiversity value and wetlands within the General ecological significance sub-category area are protected, conserved and restored to ensure the area's long-term viability.</p> <p><i>Note—Where proposing development within the High ecological significance</i></p>	<p><b>AO6.1</b></p> <p>Development:</p> <p>(a) ensures that the development footprint including roads, services, stormwater management infrastructure, any associated filling or excavation works and any fire management access and buffers, are located wholly outside the General ecological significance sub-category; or</p> <p>(b) Complies with AO6.2 and AO6.3</p> <p><b>AO6.2</b></p>	<p><b>AO6.1</b></p> <p>The subject site is not identified within the General ecological significance category. As such, this criterion is not applicable.</p> <p><b>AO6.2</b></p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, refer to section 8.2.4.1 Application of this code with regard to satisfying the Purpose of the code and this performance outcome. The proposed solution must provide the same level of service without significant disruption of biodiversity values or outcomes.</i></p>	<p>Development ensures that the development footprint, design and layout are informed by an ecological assessment which:</p> <ul style="list-style-type: none"> <li>(a) identifies and evaluates biodiversity values, ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D), koala habitat trees, areas of strategic biodiversity value, waterways and wetlands;</li> <li>(b) identifies the likely impacts of the development to biodiversity;</li> <li>(c) outlines how any potential impacts on biodiversity will be avoided and mitigated.</li> </ul> <p><i>Note—Guidance on completing an ecological assessment, development design and identifying koala habitat are included in the Biodiversity areas planning scheme policy.</i></p>	<p>The subject site is not identified within the General ecological significance category. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant  <input checked="" type="checkbox"/> N/A  <input type="checkbox"/> Performance Solution</p>
	<p><b>AO6.3</b></p> <p>Development ensures that the development footprint, design and layout conserves ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D), koala</p>	<p><b>AO6.3</b></p> <p>The subject site is not identified within the General ecological significance category. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant  <input checked="" type="checkbox"/> N/A  <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>habitat trees, waterways and wetlands in a spatial configuration which:</p> <ul style="list-style-type: none"> <li>(a) maximises the size and consolidates areas of strategic biodiversity value to be conserved for biodiversity purposes on site and in combination with adjoining sites;</li> <li>(b) maximises connectivity between areas to be conserved for biodiversity purposes on site and with adjoining sites;</li> <li>(c) minimises the edge-to-area ratio of areas to be conserved for biodiversity purposes to limit edge effects;</li> <li>(d) minimises fragmentation by infrastructure;</li> <li>(e) includes a single development footprint plan for each new residential lot to be created which is:                             <ul style="list-style-type: none"> <li>(iii) 1000m<sup>2</sup> or less where on a lot in the Low density residential zone, the Low-medium density residential zone, the Medium density residential zone, or the Character residential zone; or</li> </ul> </li> </ul>		

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>(iv) 2500m<sup>2</sup> or less where on a lot in the Environmental management zone, the Conservation zone, the Emerging community zone, the Rural zone or the Rural residential zone;</p> <p>(f) excludes filling or excavation from areas to be conserved for biodiversity except where it is directly associated with habitat restoration or revegetation works.</p> <p><i>Note—Guidance on development design is included in the Biodiversity areas planning scheme policy.</i></p>		
<p>If a site is wholly or partly in the Priority koala habitat area sub-category or Koala habitat area sub-category, where not in the High ecological significance sub-category, or General ecological significance sub-category</p>			
<p><b>PO7</b></p> <p>Development is located and designed to protect and enhance koala habitat by:</p> <p>(a) reducing threats to resident and transient koalas;</p> <p>(b) protecting the maximum number of non-juvenile koala habitat trees in the Koala habitat area sub-category and the Priority koala habitat area sub-category;</p> <p>(c) consolidating and maximising the size of areas to be conserved on site</p>	<p><b>AO7.1</b></p> <p>Development ensures that the development footprint, design and layout, including roads, are informed by an ecological assessment which identifies koala habitat trees, movement corridors and the likely impacts to koala habitat as a result of the development.</p> <p><i>Note—Guidance on identifying koala habitat, completing an ecological assessment and designing development to protect koalas is included in the Biodiversity areas planning scheme policy.</i></p>	<p><b>AO7.1</b></p> <p>The subject site is not identified within the Priority koala habitat area or the Koala habitat area sub-category. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>and in combination with adjoining sites;</p> <p>(d) minimising the edge-to-area ratio of areas to be conserved, to limit edge effects;</p> <p>(e) providing connectivity and safe koala movement between koala habitat areas.</p> <p>(f) minimising fragmentation by infrastructure, particularly roads;</p> <p>(g) excluding filling and excavation from areas to be conserved.</p> <p>(j)</p> <p>(k) <i>Note—Guidance on identifying koala habitat is included in the Biodiversity areas planning scheme policy.</i></p> <p>(l)</p> <p>(m) <i>Note—Where proposing development within the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, refer to section 8.2.4.1 Application of this code with regard to satisfying the Purpose of the code and this performance outcome. The proposed solution must provide the same level of service without</i></p>	<p><b>AO7.2</b></p> <p>Development ensures that the development footprint, design and layout:</p> <p>(a) protects non-juvenile koala habitat trees;</p> <p>(b) maximises the size and consolidates areas to be conserved as koala habitat on site and in combination with adjoining sites;</p> <p>(c) maximises connectivity between non-juvenile koala habitat trees which will be conserved on site and with adjoining sites;</p> <p>(d) excludes filling or excavation from the tree protection zone of non-juvenile koala habitat trees. Refer to Figure b.</p>	<p><b>AO7.2</b></p> <p>The subject site is not identified within the Priority koala habitat area or the Koala habitat area sub-category. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
	<p><b>AO7.3</b></p> <p>Development ensures that landscaping and open space areas incorporate koala habitat trees.</p>	<p><b>AO7.3</b></p> <p>The subject site is not identified within the Priority koala habitat area or the Koala habitat area sub-category. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<i>significant disruption of biodiversity values or outcomes.</i>			
<b>PO8</b> Development design and layout facilitates the safe movement of koalas through the landscape.	<b>AO8.1</b> Development ensures that fencing or other barriers are designed to allow safe koala movement, and to exclude koalas from areas containing domestic or security dogs.  <i>Note—Guidance on designing development to protect koalas is included in the Biodiversity areas planning scheme policy.</i>	<b>AO8.1</b> The subject site is not identified within the Priority koala habitat area or the Koala habitat area sub-category. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO8.2</b> Development incorporates infrastructure solutions which facilitate the movement of koalas across a road which dissects bushland within the Priority koala habitat area sub-category or Koala habitat area sub-category.  <i>Note—Guidance on wildlife movement solutions suited to use by koalas is included in the Biodiversity areas planning scheme policy.</i>  <i>Note—Further guidance on wildlife movement solutions is included in the Infrastructure design planning scheme policy.</i>	<b>AO8.2</b> The subject site is not identified within the Priority koala habitat area or the Koala habitat area sub-category. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>If a site is wholly or partly located in the High ecological significance sub-category or the General ecological significance sub-category, other than for a dwelling house</b>			
<b>PO9</b>	<b>AO9</b> No acceptable outcomes is prescribed.	<b>AO9</b>	<input type="checkbox"/> Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>Development which has or is likely to have a significant residual impact on a matter of State environmental significance or a matter of local environmental significance, after all reasonable on-site mitigation measures have been or will be undertaken, provides an environmental offset.</p> <p><i>Note— Environmental offsets are provided in compliance with the Queensland environmental offsets framework and the Offsets planning scheme policy.</i></p>		<p>It is important to note that the majority of the subject site is currently devoid of any significant vegetation, with the exception of vegetation retained along the western boundary and within the north-western corner of the site. As such, the subject site should be viewed in context of its current status, opposed to the existing mapping.</p> <p>For further details, please refer to the enclosed Arboricultural Impact Assessment prepared by <i>Litoria</i>.</p>	<p><input type="checkbox"/> N/A</p> <p><input checked="" type="checkbox"/> Performance Solution</p>

## 5.4 Community Purposes Network Overlay Code

*Effective V35 - 05 December 2025*

### 5.4.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(1) This code applies to assessing development in the Community purposes network overlay, if:</p> <p>(a) assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (<a href="#">section 5.10</a>); or</p> <p>(b) impact assessable development.</p> <p>(2) Land within the Community purposes network overlay is identified on the <a href="#">Community purposes network overlay map</a> and is included in the following sub-categories:</p> <p>(a) Existing trunk park sub-category;</p> <p>(b) Existing non-trunk park sub-category;</p> <p>(c) Existing community facilities and land for community facilities sub-category;</p> <p>(d) LGIP planned land for community facilities specific location sub-category;</p> <p>(e) LGIP planned park acquisition specific location sub-category;</p> <p>(f) LGIP planned park upgrade specific location sub-category;</p>		

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(g) LGIP planned park embellishment specific location sub-category; (h) LGIP planned corridor park specific location sub-category; (i) Long term land for community facilities specific location sub-category; (j) Long term park specific location sub-category; (k) Long term corridor park specific location sub-category.		
(3) When using this code, reference should be made to <a href="#">section 1.5</a> and <a href="#">section 5.3.3</a> .		
<i>Note: The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.</i>		
<i>Editor's note: Standards for the provision of trunk infrastructure are specified in the Local government infrastructure plan.</i>		
(a) Implement the policy direction in the <a href="#">Strategic framework</a> in particular: <ul style="list-style-type: none"> <li>(i) Theme 4: Brisbane's highly effective transport and infrastructure, Element 4.2 – Brisbane's other infrastructure networks and Element 4.3 – Brisbane's coordinated infrastructure planning and delivery;</li> <li>(ii) Theme 5: Brisbane's CityShape and Element 5.6 – Brisbane's Greenspace System.1</li> </ul> (b) Development which is assumed future urban development contributes to the completion of the Community purposes network through the provision of the existing and planned infrastructure for the parks network and land for the community facilities network in the <a href="#">Local government infrastructure plan</a> . (c) Development which is not assumed future urban development contributes to the completion of the Community purposes network through the provision of additional trunk infrastructure costs for long term infrastructure for the parks network and land for the community facilities network in the <a href="#">Long term infrastructure plans</a> . (d) Development which provides existing and planned infrastructure for the Community purposes network in the <a href="#">Local government infrastructure plan</a> ensures the provision, location, layout and	The proposed development achieves the overall outcomes of the Community Purposes Network Overlay as follows: <ul style="list-style-type: none"> <li>▪ The subject site is not identified as requiring any community infrastructure items;</li> <li>▪ The proposed development does not negatively impact or compromise the provision of community infrastructure.</li> </ul>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>configuration of the park and land for community facilities meets community needs and contributes quality assets.</p> <p>(e) Development does not compromise the completion of the Community purposes network.</p>		

#### 5.4.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long-term corridor park specific location sub-category</p>			
<p><b>PO1</b> Development which is assumed future urban development provides the existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site:</p> <p>(a) to serve the recreational needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale;</p> <p>(b) to maximise recreational, visual, cultural and biodiversity values;</p> <p>(c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use;</p> <p>(d) to meet the requirements of intended users;</p> <p>(a) to provide, in appropriate locations, that provide for a diversity of recreational opportunities and</p>	<p><b>AO1</b> Development which is assumed future urban development provides land and embellishments for existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site in compliance with the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy</p>	<p><b>AO1</b> The subject site is not identified as requiring any parks in the Local government infrastructure plan or overlay mapping.</p>	<p><input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>avoid duplicating facilities in nearby parks.</p>			
<p><b>PO2</b>                      Development provides for the payment of additional 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:                          (i) trunk infrastructure to be provided earlier than planned in the Local government infrastructure plan;                          (ii) long term infrastructure for the parks network which is made necessary by development that is not assumed future urban development;                          (iii) other infrastructure for the parks network associated with development that is not assumed future urban development which is made necessary by the development.</p> <p><i>Editor's note—The payment of additional trunk infrastructure costs under the Act for</i></p>	<p><b>AO2</b>                      No acceptable outcome is prescribed.</p>	<p><b>AO2</b>                      The subject site is not identified as requiring infrastructure in the Local government infrastructure plan or overlay mapping.</p>	<p><input type="checkbox"/> Compliant  <input type="checkbox"/> N/A  <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.</i></p> <p><i>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</i></p>			
<p><b>PO3</b> Development protects a park shown on the Community purposes network overlay map to ensure the following are not compromised:</p> <ul style="list-style-type: none"> <li>(a) the long term infrastructure for the parks network in the Long term infrastructure plans and an applicable neighbourhood plan;</li> <li>(b) the existing and planned infrastructure for the parks network in the Local government infrastructure plan;</li> <li>(c) the provision of long term, existing and planned infrastructure for the parks network which: <ul style="list-style-type: none"> <li>(i) is required to service the development or existing and future urban development in the planning scheme area; o</li> <li>(ii) is in the interests of rational development or the efficient and</li> </ul> </li> </ul>	<p><b>AO3</b> Development protects a park shown on the Community purposes network overlay map in compliance with the following:</p> <ul style="list-style-type: none"> <li>(a) for long term infrastructure for the parks network, the Long term infrastructure plans;</li> <li>(b) for existing and planned infrastructure for the parks network, the Local government infrastructure plan;</li> </ul> <p>the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.</p>	<p><b>AO3</b> The subject site is not identified as requiring any parks in the Local government infrastructure plan or overlay mapping.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Compliant</li> <li><input type="checkbox"/> N/A</li> <li><input type="checkbox"/> Performance Solution</li> </ul>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>orderly planning of the general area in which the site is situated.</p> <p><i>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</i></p>			
<p><b>If on a site in the Existing community facilities and land for community facilities sub-category, LGIP planned land for community facilities specific location sub-category or Long term land for community facilities specific location sub-category</b></p>			
<p><b>PO4</b> Development which is assumed future urban development provides the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site:</p> <ul style="list-style-type: none"> <li>(a) to serve the physical, social and cultural needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale;</li> <li>(b) to maximise recreational, social and cultural values;</li> <li>(c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use;</li> <li>(d) to meet the requirements of the intended users;</li> <li>(e) to provide, in appropriate locations, for a diversity of community service,</li> </ul>	<p><b>AO4</b> Development which is assumed future urban development provides land for existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site in compliance with the standards for the land for the community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.</p>	<p><b>AO4</b> The subject site is not identified as requiring community infrastructure items as described by the LGIP.</p>	<p><input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>cultural and leisure opportunities, that are integrated or co-located with complementary uses and avoid duplicating facilities on nearby land in the community facilities network.</p>			
<p><b>PO5</b>                      Development provides for the payment of additional trunk infrastructure costs for the following:                      (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;                      (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving                      (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;                      (ii) long term infrastructure for the land for community facilities network which is made necessary by development that is not assumed future urban development;                      (iii) other infrastructure for the land for community facilities network associated with development that is not assumed future urban development which is made necessary by the development.</p>	<p><b>AO5</b>                      No acceptable outcome is prescribed.</p>	<p><b>AO5</b>                      The subject site is not identified as requiring community infrastructure items as described by the LGIP.</p>	<p><input type="checkbox"/> Compliant  <input type="checkbox"/> N/A  <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>Editor's note—The payment of additional trunk infrastructure costs under the Act for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.</i></p> <p><i>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</i></p>			
<p><b>PO6</b> Development protects land for community facilities shown on the Community purposes network overlay map to ensure the following are not compromised:</p> <ul style="list-style-type: none"> <li>(a) the long term infrastructure for the land for community facilities network in the Long term infrastructure plans and an applicable neighbourhood plan;</li> <li>(b) the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan;</li> <li>(c) the provision of long term, existing and planned infrastructure for the land for community facilities network which:</li> </ul>	<p><b>AO6</b> Development protects land for community facilities network shown on the Community purposes network overlay map in compliance with the following:</p> <ul style="list-style-type: none"> <li>(a) for long term infrastructure for the land for community facilities network, the Long term infrastructure plans;</li> <li>(b) for existing and planned infrastructure for the land for community facilities network, the Local government infrastructure plan;</li> <li>(c) the standards for the land for community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.</li> </ul>	<p><b>AO6</b> The subject site is not identified as requiring community infrastructure items and the proposed development does not impact any community facilities network.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Compliant</li> <li><input type="checkbox"/> N/A</li> <li><input type="checkbox"/> Performance Solution</li> </ul>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(i) is required to service the development or existing and future urban development in the planning scheme areas; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.  <i>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</i>			

## 5.5 Critical Infrastructure & Movement Network Overlay Code

Effective V35 - 05 December 2025

### 5.5.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Critical infrastructure and movement network overlay code is to: (a) Implement the policy direction in the Strategic framework in particular: (v) Theme 2: Brisbane's outstanding lifestyle and Element 2.3 – Brisbane's healthy and safe communities; (vi) Theme 4: Brisbane's highly effective transport and infrastructure and Element 4.3 – Brisbane's coordinated infrastructure planning and delivery. (b) Provide for the assessment of the suitability of development in the Critical infrastructure and movement network overlay. (2) The purpose of the code will be achieved through the following overall outcomes:		

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(a) Development is able to gain appropriate vehicular access to the critical movement and infrastructure network during and immediately after a natural disaster event, including floods up to the 0.05% AEP (2000 year ARI) flood event.</p> <p>(b) Development with special emergency access or evacuation needs can be accessed during and immediately after a natural disaster event, or are otherwise able to maintain essential functions during these events.</p> <p>(c) Development ensures that land uses, that have a potential to impact on people, property and the environment, can be efficiently accessed or evacuated by emergency services during and immediately after a natural disaster event, an onsite management response appropriately addresses evacuation, and essential supplies can be provided.</p> <p>(d) Development is located to allow for the efficient provision of emergency management services.</p> <p>(e) Development does not cause environmental harm, risk public safety or compromise the necessary function of infrastructure essential to disaster response or the wellbeing of the community due to isolation of the development in a natural disaster event.</p>	<p>The proposed development provides appropriate vehicular access to the critical movement and infrastructure network. Notably, the proposed development does not impact on critical assets or critical routes.</p>	<p><input checked="" type="checkbox"/> Compliant  <input type="checkbox"/> N/A  <input type="checkbox"/> Performance Solution</p>

### 5.5.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Access to air service, detention facilities, emergency services, hospital, port service or residential care facility			
<p><b>PO1</b>  Development ensures that air service, detention facilities, emergency services, hospital, port service and residential care facilities maintain essential functions and retain transport</p>	<p><b>AO1</b>  Development for air service, detention facilities, emergency services, hospital, port service or residential care facilities:  (a) has direct vehicular access to a critical route or an interim critical route; or</p>	<p><b>AO1</b>  The proposed development does not involve air services, detention facilities, emergency services, a hospital, port service or residential care facility. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant  <input checked="" type="checkbox"/> N/A  <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
connections necessary for their function during a natural disaster event.	(b) has a hazard-free route (up to and including a 0.05% AEP (2000 year ARI) flood event) to a critical route or an interim critical route during a natural disaster event; or (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or (d) where the development cannot access a critical route or an interim critical route during a natural disaster event, the development: (i) demonstrates that it services a local/district catchment and can continue to service and access that catchment during a natural disaster event; (ii) includes a business continuity plan for the operation of the use or throughout the natural disaster event.		
<b>Access to telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation</b>			
<b>PO2</b> Development ensures that a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation which support a disaster response activity retains necessary access during a	<b>AO2</b> Development for a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation: (a) has direct vehicular access to a critical route or an interim critical route; or	<b>AO2</b> The proposed development does not involve a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
natural disaster event to ensure its continued operation.	(b) has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or (d) has been designed to operate in all flood events without human intervention.		
<b>Access by emergency services to medium impact industry, high impact industry or special industry</b>			
<b>PO3</b> Development for medium impact industry, high impact industry and special industry achieves appropriate access and egress for personnel and emergency services during a natural disaster event.	<b>AO3</b> Development for medium impact industry, high impact industry or special industry: (a) has direct vehicular access a critical route or an interim critical route; or (b) has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event.	<b>AO3</b> The proposed development seeks to provide access to Boundary Road and Kelliher Road, neither of which are a critical or and interim critical route. Nonetheless, the site can access the Centenary Highway (critical route) via a hazard free route.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

## 5.6 Road Hierarchy Overlay Code

Effective V35 - 05 December 2025

### 5.6.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(1) The purpose of the Road hierarchy overlay code is to:</p> <p>(a) Implement the policy direction in the Strategic framework, in particular:</p> <p style="padding-left: 20px;">(i) Theme 4: Brisbane’s highly effective transport and infrastructure networks and Element 4.1 – Brisbane’s transport infrastructure networks;</p> <p style="padding-left: 20px;">(ii) Theme 2: Brisbane’s outstanding lifestyle and Element 2.1 – Brisbane’s identity.</p> <p>(b) Provide for the assessment of the suitability of development in the Road hierarchy overlay.</p>		
<p>(2) The purpose of the code will be achieved through the following overall outcomes:</p> <p>(a) Development contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane’s public domain.</p> <p>(b) Development accessing roads is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists.</p> <p>(c) Development that changes the function of a road by generating traffic does so such that the new function of the road in the hierarchy is compatible with the surrounding road hierarchy and where necessary is reconstructed to meet its new design parameters.</p> <p>(d) Development that provides a new road internal and connecting to the road hierarchy complements or completes the existing road hierarchy.</p> <p>(e) Development does not compromise the completion of the road hierarchy.</p> <p>(f) Development ensures that land uses are located to support and implement a safe and efficient road hierarchy facilitating the efficient movement of people and goods.</p>	<p>The proposed development is compatible with the surrounding road hierarchy and contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane’s public domain. The proposal is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

### 5.6.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use			
<b>PO1</b> Development ensures that: <ul style="list-style-type: none"> <li>(a) vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of:               <ul style="list-style-type: none"> <li>(i) the road hierarchy shown on the Road hierarchy overlay map;</li> <li>(ii) public transport operations;</li> <li>(iii) pedestrian and cyclist movement;</li> </ul> </li> <li>(b) the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas;</li> <li>(c) site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.</li> </ul>	<b>AO1.1</b> Development ensures that an access driveway is provided from: <ul style="list-style-type: none"> <li>(a) a minor road;</li> <li>(b) a district road or suburban road if the development has high traffic-generating potential.</li> </ul>	<b>AO1.1</b> The proposal ensures access is provided from a suitable road hierarchy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO1.2</b> Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.	<b>AO1.2</b> The proposal does not seek to provide access from a primary freight route.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO1.3</b> Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage.	<b>AO1.3</b> The proposal seeks to provide access from the lowest order of road in accordance with the Road Hierarchy Overlay.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO1.4</b> Development ensures that a turn to and from a major road is restricted to a left turn only.	<b>AO1.4</b> Any access to a major road will be restricted to a left turn only.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO1.5</b> Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate	<b>AO.51</b> The proposal will seek access from the lowest order road.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	access to the abutting site via an alternative street.		
<b>Section B—If for assessable development for a material change of use</b>			
<b>PO2</b> Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.	<b>AO2.1</b> Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.	<b>AO2.1</b> The proposed development achieves an access which is consistent with the amount of traffic expected of the road hierarchy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO2.2</b> Development mitigates an impact on the road hierarchy if the development: <ul style="list-style-type: none"> <li>(a) is for a major development; or</li> <li>(b) involves an access driveway to a major road; or</li> <li>(c) involves an access driveway within 100m of a signalised intersection.</li> </ul>	<b>AO2.2</b> The proposal mitigates impacts on the road hierarchy accordingly. Please refer to the enclosed Traffic Impact Assessment prepared by <i>Q Traffic</i> for further information.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>Section C—If for assessable development for a material change of use or reconfiguring of a lot</b>			
<b>PO3</b> Development makes provision for the extension, expansion and widening of the existing and future road network where required.	<b>AO3</b> No acceptable outcome is prescribed.	<b>AO3</b> The subject site is located within an established urban area. As such, future widening and expansion of the road hierarchy is unlikely to be required.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO3A</b> Development provides for the payment of extra trunk infrastructure costs for the following:	<b>AO3A</b> No acceptable outcome is prescribed.	<b>AO3A</b> The subject site is located within an established urban area. As such, future	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>(a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;</p> <p>(b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:</p> <p>(i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;</p> <p>(ii) long term infrastructure for the road network which is made necessary by development that is not assumed future urban development;</p> <p>(iii) other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development.</p>		widening and expansion of the road hierarchy is unlikely to be required.	
<p><b>If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category</b></p>			
<p><b>PO4</b> Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised:</p>	<p><b>AO4</b> Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following:</p>	<p><b>AO4</b> The site is not located adjacent to a planned infrastructure corridor. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant  <input checked="" type="checkbox"/> N/A  <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>(a) the long term infrastructure for the road network in the Long term infrastructure plans;</p> <p>(b) the existing and planned infrastructure for the road network in the Local government infrastructure plan;</p> <p>(c) the provision of long term, existing and planned infrastructure for the road network which:</p> <p>(i) is required to service the development or existing and future urban development in the planning scheme area; or</p> <p>(ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p>	<p>(a) for the long term infrastructure for the road network, the Long term infrastructure plans;</p> <p>(b) for existing and planned infrastructure for the road network, the Local government infrastructure plan;</p> <p>(c) the standards for the road network in the Infrastructure design planning scheme policy.</p>		
<b>Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy</b>			
<p><b>PO5</b> Development ensures that a new road connection provides:</p> <p>(a) safe, efficient and convenient connectivity of the new road to the major road network;</p> <p>(b) a minimum number of intersections to the major road network.</p>	<p><b>AO5</b> Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.</p>	<p><b>AO5</b> The proposal does not involve a reconfiguration of a lot nor extension / change to the road hierarchy. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
<p><b>PO6</b> Development ensures that an extension of or change to the road network:</p>	<p><b>AO6.1</b> Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the</p>	<p><b>AO1</b> The proposal does not involve a reconfiguration of a lot nor extension / change to the road hierarchy. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>(a) provides internal connectivity and connects to the external road network;</p> <p>(b) provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems;</p> <p>(c) provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route;</p> <p>(d) includes the provision of bus routes that provide ease of access to bus customers;</p> <p>(e) minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time;</p> <p>(f) provides a street layout that minimises travel time and traffic volumes on minor roads;</p> <p>(g) provides high permeability for pedestrian and cycle networks;</p> <p>(h) provides safe accessibility to lots by having more than one street providing access to the area;</p> <p>(i) preserves the function of the road hierarchy and addresses all impacts to the road network.</p>	<p>Infrastructure design planning scheme policy.</p> <p><b>AO6.2</b> Development preserves the function of the road hierarchy and addresses all impacts on the road network.</p>	<p><b>AO6.2</b> The proposal does not involve a reconfiguration of a lot nor extension / change to the road hierarchy. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
<b>PO7</b>	<b>AO7</b>	<b>AO7</b>	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.	Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	The proposal does not involve a reconfiguration of a lot nor extension / change to the road hierarchy. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>PO8</b> Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay.	<b>AO8</b> Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	<b>AO8</b> The proposal does not involve a reconfiguration of a lot nor extension / change to the road hierarchy. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

## 5.7 Streetscape Hierarchy Overlay Code

*Effective V35 - 05 December 2025*

### 5.7.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Streetscape hierarchy overlay code is to: (a) Implement the policy direction in the Strategic framework, in particular: (i) Theme 2: Brisbane's outstanding lifestyle and Element 2.1 – Brisbane's identity; (ii) Theme 4: Brisbane's highly effective transport and infrastructure networks and Element 4.1 – Brisbane's transport infrastructure networks. (b) Provide for the assessment of the suitability of development in the Streetscape hierarchy overlay.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development ensures that verges are wide enough to support high levels of pedestrian movement and have sufficient space to accommodate large subtropical street tree plantings.	The proposed development seeks to dedicate a portion of land adjoining Boundary Road for the purpose of future road widening. The proposed dedication also includes a 10m x 5 chord corner truncation and the junction of Kelliher Road and Boundary Road.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(b) Development ensures that existing street trees are retained and new subtropical tree species in the verge make a significant contribution to shade tree cover and carbon sequestration.</p> <p>(c) Development ensures that subtropical planting reinforces city gateways, thresholds and nodes.</p> <p>(d) Development ensures that verges comprise consistent and high-quality treatments with improved footpaths and increased shade and shelter appropriate to their anticipated pedestrian use and where the use will change from the current zone.</p> <p>(e) Development protects and contributes to safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout sites and throughout neighbourhoods.</p> <p>(f) Development maintains options for the safe movement of wildlife along a corridor.</p>	<p>Further, the proposed development seeks to provide a total of nine (9) street trees within the verge of Boundary and Kelliher Road.</p>	

### 5.7.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development			
<p><b>PO1</b> Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.</p>	<p><b>AO1</b> Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.</p>	<p><b>AO1</b> The proposed development seeks to provide a dedication of a 6m wide portion of the site for purposes of road widening of Boundary Road. This dedication is aligned with previous requirements of current approvals over the subject site and will ensure the development can comply with the requirements of Table 8.2.20.3.B of the Streetscape hierarchy overlay code.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<b>PO2</b> Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	<b>AO2.1</b> Development ensures that existing street trees are retained and protected.	<b>AO2.1</b> The Boundary and Kelliher Road verges are currently not improved by street trees. Nonetheless, the proposed development seeks to provide a total of 9 trees across both frontages.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<b>AO2.2</b> Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	<b>AO2.2</b> The proposed development will ensure compliance with the streetscape locality advice and road corridor design standards within the Infrastructure design planning scheme policy.	<input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<b>Section B—If for assessable development</b>			
<b>PO3</b> Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: <ul style="list-style-type: none"> <li>(a) facilitates a high level of pedestrian movement and activity;</li> <li>(b) enforces the sense of arrival to individual precincts and major connections;</li> </ul>	<b>AO3.1</b> Development ensures that a corner land dedication is provided: <ul style="list-style-type: none"> <li>(a) where identified in the Streetscape hierarchy overlay map;</li> <li>(b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.</li> </ul>	<b>AO3.1</b> The proposed development will provide a corner land dedication of 10m x 5 chord truncation.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>(c) provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.</p>	<p><b>AO3.2</b> Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.</p>	<p><b>AO3.2</b> The subject site adjoins a major intersection with the corner truncation proposed to remain clear of any furniture or vegetation for visibility and safety. Further, the development seeks to retain the well-established and mature vegetation within the north-western corner of the subject site which will contribute to the streetscape locality.</p>	<p><input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Performance Solution</p>
	<p><b>AO3.3</b> Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.</p>	<p><b>AO3.3</b> The proposed development is not required to provide public art within the land dedication as per the neighbourhood plan. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<b>If in or on a site adjoining the Wildlife movement solution sub-category</b>			
<p><b>PO4</b> Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.</p>	<p><b>AO4</b> Development ensures that infrastructure solutions are: (a) provided at the locations identified on the Streetscape hierarchy overlay map; (b) designed to: (iv) account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance;</p>	<p><b>AO4</b> The subject site does not adjoin the Wildlife movement solution sub-category. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<ul style="list-style-type: none"> <li>(v) achieve physical separation of native wildlife and the road;</li> <li>(vi) adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code.</li> </ul> <p>Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.</p>		

**8 APPENDIX 2 – SDAP CODE ASSESSMENT**

## APPENDIX 2- STATE CODE ASSESSMENT

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## 1. STATE CODE 1: DEVELOPMENT IN A STATE-CONTROLLED ROAD ENVIRONMENT

State Development Assessment Provisions guideline - State Code 1: Development in a state-controlled road environment.

This guideline provides direction on how to address State Code 1.

**Table 1.1 Development in general**

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the <b>state-controlled road</b> .	AO1.1 Development is not located in a <b>state-controlled road</b> .  AND AO1.2 Development can be maintained without requiring access to a <b>state-controlled road</b> .	Complies – The proposed development is not located in a state-controlled road.
PO2 The design and construction of the development does not adversely impact the <b>structural integrity</b> or physical condition of the <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	Complies – The design and construction of the development does not adversely impact the structural integrity or physical condition of the state-controlled road
PO3 The location of the development does not obstruct <b>road transport infrastructure</b> or adversely impact the operating performance of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	Complies – The location of the development does not adversely impact the operating performance of the state-controlled road.
PO4 The location, placement, design and operation of advertising devices, visible from the <b>state-controlled road</b> , do not create a safety hazard for users of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	Complies – The location, placement, design and operation of advertising devices, visible from the state-controlled road, do not create a safety hazard for users of the state-controlled road.
PO5 The design and construction of buildings and <b>structures</b> does not create a safety hazard by distracting users of the <b>state-controlled road</b> .	AO5.1 Facades of buildings and <b>structures</b> fronting the <b>state-controlled road</b> are made of non-reflective materials.	AO5.1 – N/A – The subject site does not front a state-controlled road.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
	<p>AND</p> <p><b>AO5.2</b> Facades of buildings and <b>structures</b> do not direct or reflect point light sources into the face of oncoming traffic on the <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO5.3</b> External lighting of buildings and <b>structures</b> is not directed into the face of oncoming traffic on the <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO5.4</b> External lighting of buildings and <b>structures</b> does not involve flashing or laser lights.</p>	<p><b>AO5.2</b> – Complies – The proposed development does not direct or reflect point light sources into the face of oncoming traffic on the state-controlled road.</p> <p><b>AO5.3</b> – Complies – The proposed development will ensure external lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road.</p> <p><b>AO5.4</b> – Complies – The proposed development will ensure external lighting of buildings and structures does not involve flashing or laser lights.</p>
<p><b>PO6</b> Road, pedestrian and bikeway bridges over a <b>state-controlled road</b> are designed and constructed to prevent projectiles from being thrown onto the <b>state-controlled road</b>.</p>	<p><b>AO6.1</b> Road, pedestrian and bikeway bridges over the <b>state-controlled road</b> include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.</p>	<p>N/A – The proposed development does not proposed roads, pedestrian or bikeway bridges over the state-controlled road.</p>
<p>Landscaping</p>		
<p><b>PO7</b> The location of landscaping does not create a safety hazard for users of the <b>state-controlled road</b>.</p>	<p><b>AO7.1</b> Landscaping is not located in a <b>state-controlled road</b>.</p> <p>AND</p>	<p><b>AO7.1</b> – Complies – The proposed development does not introduce landscaping within he state-controlled road.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
	<p><b>AO7.2</b> Landscaping can be maintained without requiring access to a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO7.3</b> Landscaping does not block or obscure the sight lines for vehicular access to a <b>state-controlled road</b>.</p>	<p><b>AO7.2</b> – Complies – Landscaping can be maintained without requiring access to a state-controlled road.</p> <p><b>AO7.3</b> – Complies – Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road.</p>
<b>Stormwater and overland flow</b>		
<b>PO8</b> Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	Complies – Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road.
<b>PO9</b> Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	Complies – Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the state-controlled road or road transport infrastructure.
<b>PO10</b> Stormwater run-off or overland flow from the development site does not adversely impact the <b>structural integrity</b> or physical condition of the <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	Complies – Stormwater run-off or overland flow from the development site does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure.
<b>PO11</b> Development ensures that stormwater is lawfully discharged.	<p><b>AO11.1</b> Development does not create any new points of discharge to a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO11.2</b> Development does not concentrate flows to a <b>state-controlled road</b>.</p> <p>AND</p>	<p><b>AO11.1</b> – Complies – Development does not create any new points of discharge to a state-controlled road.</p> <p><b>AO11.2</b> – Complies – Development does not concentrate flows to a state-controlled road.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
	<p>AO11.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AND</p> <p>AO11.4 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.</p>	<p>AO11.3 – Complies – Stormwater run-off is discharged to a lawful point of discharge within Kelliher Road.</p> <p>AO11.4 – Complies – Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.</p>
Flooding		
<p>PO12 Development does not result in a material worsening of flooding impacts within a state-controlled road.</p>	<p>AO12.1 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road.</p> <p>AND</p> <p>AO12.2 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a state-controlled road.</p> <p>AND</p> <p>AO12.3 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a state-controlled road.</p>	<p>AO12.1 – Complies – For all flood events up to 1% annual exceedance probability, development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road.</p> <p>AO12.2 – Complies – For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a state-controlled road.</p> <p>AO12.3 – Complies – For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a state-controlled road.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the <b>state-controlled road</b> .	AO13.1 Drainage infrastructure is wholly contained within the development site, except at the <b>lawful point of discharge</b> .  AND AO13.2 Drainage infrastructure can be maintained without requiring access to a <b>state-controlled road</b> .	AO13.1 – Complies – Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge.  AO13.2 – Complies – Drainage infrastructure can be maintained without requiring access to a state-controlled road.
PO14 Drainage infrastructure associated with, or within, a <b>state-controlled road</b> is constructed, and designed to ensure the <b>structural integrity</b> and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	N/A – The proposed development does not involve Drainage infrastructure associated with, or within, a state-controlled road is constructed, and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network.

**Table 1.2 Vehicular access, road layout and local roads**

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a <b>new or changed access</b> to a <b>state-controlled road</b> does not compromise the safety of users of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	N/A – The proposed development does not involve new or changed access to a state-controlled road.
PO16 The location, design and operation of a <b>new or changed access</b> does not adversely impact the <b>functional requirements</b> of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	N/A – The proposed development does not involve new or changed access to a state-controlled road.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
PO17 The location, design and operation of a <b>new or changed access</b> is consistent with the <b>future intent</b> of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	N/A – The proposed development does not involve new or changed access to a state-controlled road.
PO18 <b>New or changed access</b> is consistent with the access for the relevant <b>limited access road policy</b> : 1. <b>LAR 1</b> where direct access is prohibited; or 2. <b>LAR 2</b> where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	N/A – The proposed development does not involve new or changed access to a state-controlled road.
PO19 <b>New or changed access</b> to a <b>local road</b> within 100 metres of an intersection with a <b>state-controlled road</b> does not compromise the safety of users of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	N/A – The proposed development does not involve new or changed access to a state-controlled road.
PO20 <b>New or changed access</b> to a <b>local road</b> within 100 metres of an intersection with a <b>state-controlled road</b> does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	N/A – The proposed development does not involve new or changed within 100m of an intersection with a state-controlled road.
<b>Public passenger transport and active transport</b>		
PO21 Development does not compromise the safety of users of <b>public passenger transport infrastructure, public passenger services</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	Complies – Development does not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure.
PO22 Development maintains the ability for people to access <b>public passenger transport infrastructure, public passenger services</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	Complies – Development maintains the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure.
PO23 Development does not adversely impact the operating performance of <b>public passenger transport infrastructure, public passenger services</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	Complies – Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure.
PO24 Development does not adversely impact the <b>structural integrity</b> or physical condition of <b>public</b>	No acceptable outcome is prescribed.	Complies – Development does not adversely impact the structural integrity or physical condition of public

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
passenger transport infrastructure and active transport infrastructure.		passenger transport infrastructure and active transport infrastructure.

**Table 1.3 Network impacts**

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
PO25 Development does not compromise the safety of users of the <b>state-controlled road</b> network.	No acceptable outcome is prescribed.	Complies – Development does not compromise the safety of users of the state-controlled road network.
PO26 Development ensures <b>no net worsening</b> of the operating performance of the <b>state-controlled road</b> network.	No acceptable outcome is prescribed.	Complies – Development ensures no net worsening of the operating performance of the state-controlled road network.
PO27 Traffic movements are not directed onto a <b>state-controlled road</b> where they can be accommodated on the <b>local road</b> network.	No acceptable outcome is prescribed.	Complies – Traffic movements are not directed onto a state-controlled road.
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	Complies – Development does not adversely impact the pavement of a state-controlled road.
PO29 Development does not impede delivery of <b>planned upgrades</b> of <b>state-controlled roads</b> .	No acceptable outcome is prescribed.	Complies – Development does not impede delivery of planned upgrades of state-controlled roads.
PO30 Development does not impede delivery of <b>corridor improvements</b> located entirely within the <b>state-controlled road corridor</b> .	No acceptable outcome is prescribed.	Complies – Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor.

**Table 1.4 Filling, excavation, building foundations and retaining structures**

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
PO31 Development does not create a safety hazard for users of the <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	Complies – Development does not create a safety hazard for users of the state-controlled road or road transport infrastructure.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
PO32 Development does not adversely impact the operating performance of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	Complies – Development does not adversely impact the operating performance of the state-controlled road.
PO33 Development does not undermine, damage or cause subsidence of a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	Complies – Development does not undermine, damage or cause subsidence of a state-controlled road.
PO34 Development does not cause ground water disturbance in a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	Complies – Development does not cause ground water disturbance in a state-controlled road.
PO35 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or <b>structural integrity</b> of a <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	Complies – Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or structural integrity of a state-controlled road or road transport infrastructure
PO36 Filling and excavation associated with the construction of <b>new or changed access</b> do not compromise the operation or capacity of existing drainage infrastructure for a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	Complies – Filling and excavation associated with the construction of new or changed access do not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.

### Table 1.5 Environmental emissions

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with Environmental emissions in State code 2: Development in a railway environment.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
<b>RECONFIGURING A LOT</b>		
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO37 Development minimises free field noise intrusion from a <b>state-controlled road</b> .	<b>AO37.1</b> Development provides a noise barrier or earth mound which is designed, sited and constructed: <ol style="list-style-type: none"> <li>to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);</li> </ol>	N/A – The proposed development does not involve reconfiguring a lot.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
	<p>2. in accordance with:</p> <ul style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</li> </ul> <p>OR</p> <p><b>AO37.2</b> Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</p> <p>OR</p> <p><b>AO37.3</b> Development provides a <b>solid gap-free fence</b> or other <b>solid gap-free structure</b> along the full extent of the boundary closest to the <b>state-controlled road</b>.</p>	
<b>Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<p><b>PO38</b> Reconfiguring a lot minimises free field noise intrusion from a <b>state-controlled road</b>.</p>	<p><b>AO38.1</b> Development provides noise barrier or earth mound which is designed, sited and constructed:</p> <ul style="list-style-type: none"> <li>1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);</li> <li>2. in accordance with:</li> </ul>	<p>N/A – The proposed development does not involve reconfiguring a lot.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
	<ul style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</li> </ul> <p>OR</p> <p><b>AO38.2</b> Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</p>	
<b>MATERIAL CHANGE OF USE (ACCOMMODATION ACTIVITY)</b>		
<b>Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<p><b>PO39</b> Development minimises noise intrusion from a <b>state-controlled road</b> in <b>private open space</b>.</p>	<p><b>AO39.1</b> Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ul style="list-style-type: none"> <li>1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for <b>private open space</b> at the ground floor level;</li> <li>2. in accordance with: <ul style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise),</li> </ul> </li> </ul>	<p>N/A – The proposed development does not involve a material change of use for an accommodation activity.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
	<p>Department of Transport and Main Roads, 2013;</p> <p>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</p> <p>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</p> <p>OR</p> <p><b>AO39.2</b> Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for <b>private open space</b> by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</p>	
<p><b>PO40</b> Development (excluding a <b>relevant residential building</b> or <b>relocated building</b>) minimises noise intrusion from a <b>state-controlled road</b> in <b>habitable rooms</b> at the facade.</p>	<p><b>AO40.1</b> Development (excluding a <b>relevant residential building</b> or <b>relocated building</b>) provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for <b>habitable rooms</b>;</li> <li>2. in accordance with: <ol style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</li> </ol> </li> </ol>	<p>N/A – The proposed development does not involve a material change of use for an accommodation activity.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
	<p>OR</p> <p>AO40.2 Development (excluding a <b>relevant residential building or relocated building</b>) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for <b>habitable rooms</b> by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</p>	
PO41 <b>Habitable rooms</b> (excluding a <b>relevant residential building or relocated building</b> ) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	N/A – The proposed development does not involve a material change of use for an accommodation activity.
<b>Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<p>PO42 Balconies, podiums, and roof decks include:</p> <ol style="list-style-type: none"> <li>1. a continuous <b>solid gap-free structure</b> or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);</li> <li>2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.</li> </ol>	No acceptable outcome is provided.	N/A – The proposed development does not involve a material change of use for an accommodation activity.
PO43 <b>Habitable rooms</b> (excluding a <b>relevant residential building or relocated building</b> ) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	N/A – The proposed development does not involve a material change of use for an accommodation activity.
<b>MATERIAL CHANGE OF USE (OTHER USES)</b>		
<b>Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor</b>		

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
<p><b>PO44</b> Development:</p> <ol style="list-style-type: none"> <li>1. provides a noise barrier or earth mound that is designed, sited and constructed:               <ol style="list-style-type: none"> <li>a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all <b>outdoor education areas</b> and <b>outdoor play areas</b>;</li> <li>b. in accordance with:                   <ol style="list-style-type: none"> <li>i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or</li> </ol> </li> </ol> </li> <li>2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all <b>outdoor education areas</b> and <b>outdoor play areas</b> by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</li> </ol>	No acceptable outcome is provided.	N/A – The proposed development does not involve a material change of use for childcare centre, educational establishment or hospital.
<p><b>PO45</b> Development involving a <b>childcare centre</b> or <b>educational establishment</b>:</p> <ol style="list-style-type: none"> <li>1. provides a noise barrier or earth mound that is designed, sited and constructed:</li> <li>2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2);</li> <li>3. in accordance with:</li> </ol>	No acceptable outcome is provided.	N/A – The proposed development does not involve material change of use for childcare centre, education establishment or hospital.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
<ul style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or</li> </ul> <p>4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</p>		
<p><b>PO46</b> Development involving:</p> <ul style="list-style-type: none"> <li>1. <b>indoor education areas</b> and <b>indoor play areas</b>; or</li> <li>2. sleeping rooms in a <b>childcare centre</b>; or</li> <li>3. <b>patient care areas</b> in a <b>hospital</b> achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4).</li> </ul>	No acceptable outcome is provided.	N/A – The proposed development does not involve material change of use for childcare centre, education establishment or hospital.
<b>Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<p><b>PO47</b> Development involving a <b>childcare centre</b> or <b>educational establishment</b> which have balconies, podiums or elevated <b>outdoor play areas</b> predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a <b>state-controlled road</b> are provided with:</p> <ul style="list-style-type: none"> <li>1. a continuous <b>solid gap-free structure</b> or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);</li> </ul>	No acceptable outcome is provided.	N/A – The proposed development does not involve a material change of use for childcare centre, educational establishment or hospital.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated <b>outdoor play areas</b> .		
<b>PO48</b> Development including: <ol style="list-style-type: none"> <li><b>indoor education areas</b> and <b>indoor play areas</b> in a <b>childcare centre</b> or <b>educational establishment</b>; or</li> <li>sleeping rooms in a <b>childcare centre</b>; or</li> <li><b>patient care areas</b> in a <b>hospital</b> located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).</li> </ol>	No acceptable outcome is provided.	N/A – The proposed development does not involve a material change of use for childcare centre, education establishment or hospital.
<b>Air, light and vibration</b>		
<b>PO49</b> Private open space, outdoor education areas and <b>outdoor play areas</b> are protected from air quality impacts from a <b>state-controlled road</b> .	<b>AO49.1</b> Each dwelling or unit has access to a <b>private open space</b> which is shielded from a <b>state-controlled road</b> by a building, <b>solid gap-free fence</b> , or other <b>solid gap-free structure</b> .  OR  <b>AO49.2</b> Each <b>outdoor education area</b> and <b>outdoor play area</b> is shielded from a <b>state-controlled road</b> by a building, <b>solid gap-free fence</b> , or other <b>solid gap-free structure</b> .	N/A – The proposed development does not involve a material change of use for childcare centre, educational establishment or hospital.
<b>PO50</b> Patient care areas within <b>hospitals</b> are protected from vibration impacts from a <b>state-controlled road</b> or <b>type 1 multi-modal corridor</b> .	<b>AO50.1</b> <b>Hospitals</b> are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$ .  AND	N/A – The proposed development does not involve a material change of use for childcare centre, educational establishment or hospital.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
	AO50.2 Hospitals are designed and constructed to ensure vibration in the ward of a <b>patient care area</b> does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$ .	
PO51 Development is designed and sited to ensure light from infrastructure within, and from users of, a <b>state-controlled road</b> or <b>type 1 multi-modal corridor</b> , does not: <ol style="list-style-type: none"> <li>intrude into buildings during night hours (10pm to 6am);</li> <li>create unreasonable disturbance during evening hours (6pm to 10pm).</li> </ol>	No acceptable outcomes are prescribed.	N/A – The proposed development does not involve a material change of use for childcare centre, education establishment or hospital.

**Table 1.6: Development in a future state-controlled road environment**

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
PO52 Development does not impede delivery of a <b>future state-controlled road</b> .	AO52.1 Development is not located in a <b>future state-controlled road</b> .  OR ALL OF THE FOLLOWING APPLY:  AO52.2 Development does not involve filling and excavation of, or material changes to, a <b>future state-controlled road</b> .  AND  AO52.3 The intensification of lots does not occur within a <b>future state-controlled road</b> .  AND	AO52.1 – Complies – Development is not located in a future state-controlled road.  AO52.2 – Complies – Development does not involve filling and excavation of, or material changes to, a future state-controlled road.  AO52.3 – Complies – The intensification of lots does not occur within a future state-controlled road.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
	AO52.4 Development does not result in the landlocking of parcels once a <b>future state-controlled road</b> is delivered.	AO52.4 – Complies – Development does not result in the landlocking of parcels once a future state-controlled road is delivered.
PO53 The location and design of <b>new or changed access</b> does not create a safety hazard for users of a <b>future state-controlled road</b> .	AO53.1 Development does not include <b>new or changed access to a future state-controlled road</b> .	Complies – Development does not include new or changed access to a future state-controlled road.
PO54 Filling, excavation, building foundations and <b>retaining structures</b> do not undermine, damage or cause subsidence of a <b>future state-controlled road</b> .	No acceptable outcome is prescribed.	Complies – Filling, excavation, building foundations and retaining structures do not undermine, damage or cause subsidence of a future state-controlled road
PO55 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a <b>future state-controlled road or road transport infrastructure</b> .	No acceptable outcome is prescribed.	Complies – Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future state-controlled road or road transport infrastructure.
PO56 Development ensures that stormwater is lawfully discharged.	<p>AO56.1 Development does not create any new points of discharge to a <b>future state-controlled road</b>.</p> <p>AND</p> <p>AO56.2 Development does not concentrate flows to a <b>future state-controlled road</b>.</p> <p>AND</p> <p>AO56.3 Stormwater run-off is discharged to a <b>lawful point of discharge</b>.</p> <p>AND</p> <p>AO56.4 Development does not worsen the condition of an existing <b>lawful point of discharge</b> to the <b>future state-controlled road</b>.</p>	<p>AO56.1 – Complies – Development does not create any new points of discharge to a future state-controlled road.</p> <p>AO56.2 – Complies – Development does not concentrate flows to a future state-controlled road.</p> <p>AO56.3 – Complies – Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AO56.4 – Complies – Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.</p>

