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APPLICATION REF  
A007059058



# 739 NUDGE ROAD NORTHGATE

## ASSESSMENT REPORT

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# 1. APPLICATION DETAILS

<b>SITE</b>	739 Nudgee Road Northgate
<b>COUNCIL</b>	Brisbane City Council
<b>PREPARED FOR</b>	Volt Edge Pty Ltd
<b>PROPOSAL</b>	Material Change of Use - Educational establishment and Office
<b>PLANNING CONTROLS</b>	The site is located in the Specialised centre - Large formal retail precinct zone, in City Plan 2014 (City Plan Educational establishment and office are not identified within the Table of assessment for the zone (Table 5.5.26) and is therefore Impact assessable.
<b>PREPARED BY</b>	Victorian Smart Planning (VSPPAS) Ben McKenna 664/585 Little Collins Street, Melbourne 0431 903 202
<b>DATE</b>	June 30 <sup>th</sup> 2026
<b>SUPPORTING DOCUMENTS</b>	DA Form 1 Site plan Floor plan Assessment Report Code Assessment (this document) Photos (Examples) Copy of titles (x4) Consent of the Owner Floodwise Report



Victorian Smart Planning – Permit Application Services (VSPPAS) has prepared this report on behalf of Volt Edge Pty Ltd (the Applicant) in support of an Impact assessable development application lodged over land located at 739 Nudgee Road Northgate QLD 4013, described as Lot 0, 1, 2 & 3 on BUP9638.

Volt Edge Pty Ltd is a Registered Training Organisation, RTO # 32137 (Education establishment).

The proposal is retrospective as the use as an employment training centre and office for industrial safety training began in 2021. There is no proposed development.

This report is to be read in conjunction with the Assessment Report and plans that comprise this application.

## 2. APPLICATION REQUIREMENTS

Key detail	Proposed development
Aspect of development	Development Permit for Material Change of Use for Educational Establishment and Office.
Category of assessment	Impact assessment
Public notification	Yes
Assessment manager	Brisbane City Council
Referral trigger	Not applicable
Referral agency	Not applicable
Assessment benchmarks	
SPP	Not applicable
SDAP	Not applicable
Planning scheme codes	<ul style="list-style-type: none"> <li>• Banyo – Northgate Neighbourhood Plan</li> <li>• Specialised Centre Zone code</li> </ul>
Overlay codes	<ul style="list-style-type: none"> <li>• Airport environs overlay code</li> <li>• Bicycle network overlay code</li> <li>• Community purposes network overlay</li> <li>• Critical Infrastructure and Movement Network Overlay</li> <li>• Potential and Actual Acid Sulfate Soils Overlay</li> <li>• Road Hierarchy Overlay</li> <li>• Streetscape Hierarchy Overlay</li> <li>• Transport air quality corridor overlay code</li> </ul>

	<ul style="list-style-type: none"><li>• Noise corridor – Brisbane: Queensland Development Code MP4.4</li></ul>
Secondary codes	<ul style="list-style-type: none"><li>• Park planning and design code</li><li>• Stormwater code</li><li>• Transport, access, parking and servicing code</li><li>• Wastewater code</li></ul>

# 3. STRATEGIC FRAMEWORK

## 3.2 Strategic Intent

Overall outcomes	Response
<p><b>The strategic framework structure</b></p> <p>3.3. The proposal supports the implementation of the policy direction set in the Strategic framework, in particular:</p> <ul style="list-style-type: none"> <li>i. Theme 1: Brisbane's globally competitive economy, Element 1.1 – Brisbane as a centre for global business, and Element 1.3 – Brisbane's population-serving economy; Element 5.5 – Brisbane's Suburban Living Areas</li> </ul>	<p><b>Complies</b></p> <p>The proposed development is consistent with the policy direction of the Strategic framework. Per SO1, educational establishment is a defined activity group in community facilities required in Suburban Living Areas. Per SO7 the proposed non-residential use supports educational use provided it does not impact local character and amenity by providing a community facility in an established building built for a more intense use. Per SO8, the site is well located in relation to existing infrastructure. The proposed use makes efficient use of the site that would otherwise not be appropriate for a Large Format Retail use as there is insufficient car parking for retail.</p>

# 4. ZONE CODE

## 6.2.6.8 Specialised centre zone code

Overall outcomes	Response
<p>3. Zone role overall outcomes are:</p> <p>a. Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular:</p> <ul style="list-style-type: none"> <li>i. Theme 1: Brisbane’s globally competitive economy, Element 1.1 – Brisbane as a centre for global business and Element 1.3 – Brisbane’s population-serving economy;</li> <li>ii. Theme 4: Brisbane’s highly effective transport and infrastructure networks and Element 4.2 – Brisbane’s other infrastructure networks;</li> <li>iii. Theme 5: Brisbane’s CityShape and Element 5.4 – Brisbane’s Special Centres.</li> </ul>	<p><b>Complies</b></p> <p>The proposed development is consistent with the policy direction of the Strategic framework.</p>

<p>4. Development location and uses overall outcomes are:</p> <ul style="list-style-type: none"> <li>a. Development provides for the continued operation of specialised centre uses that are identified as preferable in the relevant zone precinct together with anticipated, compatible and necessary complementary uses.</li> <li>b. Development contributes to the specific mix or type of activities envisaged in the zone precinct in an integrated and co-located manner to maximise site multifunctionality, efficient use of land and physical and social infrastructure, particularly where the proposed specialised centre purpose is not intended or cannot be easily accommodated in other centre zones at the scale or concentration required for optimal functioning.</li> <li>c. Development enables the re-use of land in the Specialised centre zone to occur in an integrated manner should a specialised centre purpose cease.</li> <li>d. Development that may limit the ongoing operation of an existing use or prejudice the establishment of a new use that is appropriate to the specific nature of the relevant zone precinct is not accommodated.</li> <li>e. Development for a use not anticipated in the relevant zone precinct may be accommodated where it is demonstrated that the proposal is safe, well designed, integrated with the surrounding area and offers compensatory community benefits.</li> </ul>	<p><b>Complies</b></p> <p>Educational establishment and office are not anticipated land uses for this zone.</p> <p>The proposed use makes efficient use of the site with existing industrial store development. The existing development would otherwise not be appropriate for a Large Format Retail use as there is insufficient car parking for retail.</p> <p>The proposed non-anticipated use follows a general industrial use, and does not represent a diminishing of the specialised centre purpose.</p> <p>No development is proposed and future and neighbouring land uses are not impacted.</p> <p>The proposed non anticipated use has operated since 2021 without issues. It provides community benefits in terms of providing education, local employment and is the head office for what has become a Brisbane based national business.</p> <p>It is an appropriate use of the existing development and infrastructure. Per the Assessment Report, there are no emissions, amenity, traffic or parking impacts on neighbouring uses.</p>
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5. Development form overall outcomes are:

- a. Development is appropriately located according to the proposed use and building and landscape design is of a scale, height and bulk that provides a high level of **amenity**, is generally consistent with the character of the area and transitions sensitively to surrounding uses.
- b. Development creates highly accessible world class venues with a variety of building forms, materials and facade treatments.
- c. Development provides infrastructure, services and utilities that are commensurate with the level of service demands generated by the use.
- d. Development is supported by complementary uses of appropriate scale and purpose to directly serve the employees and activities of the zone precinct and which does not compromise the commercial, retail or community service role and function of nearby **centre activities**.
- e. Development minimises adverse impacts (including glare, odour, light, noise, traffic, parking, servicing and hours of operation) on the health, safety and **amenity** of adjoining sensitive land uses, predominantly through maintaining adequate buffering between these land uses.
- f. Development is designed, sited and constructed to minimise noise, odour and air-quality impacts on residents consistent with its location in the Specialised centre zone, although residents cannot expect to enjoy the same level of noise, odour and air-quality amenity as compared with residential areas (due to the levels of activity envisaged during the day and evening).
- g. Development achieves a satisfactory standard of environmental performance by adopting principles of innovative, sustainable and efficient design, construction and operation to encourage water conservation and responsiveness to climate.
- h. Development maximises road, rail, public transport and active transport connections and accessibility between the Specialised centre zone and key destinations to ensure efficient and safe movement of people and goods and a high level of accessibility for visitors, patrons and employees.

**Complies**

4. Development form overall outcomes are:

- a. N/a No proposed development and nearest sensitive use is 70 metres away, on the opposite of Toombul Road.
- b. N/a No proposed development.
- c. The use is appropriate for the existing infrastructure, services and utilities.
- d. The use is appropriate for the existing development and will not compromise the commercial, retail or community service role and function of nearby **centre activities**.
- e. There are minimal adverse impacts (including no glare, odour, light, noise, minor traffic, adequate on site parking, and hours of operation) on the adjoining uses and nearest sensitive use is 70 metres away, on the opposite of Toombul Road.
- f. No noise, odour or air-quality produced..
- g. N/a No proposed development
- h. The site is accessible by bus.
- i. The use is a small business scale, employs up to 10 people at one time, operates at a national level and provides a both an economic benefit and educational function for allied industries.
- j. The educational use is industrial safety and the site is operated in a safe manner.
- k. There is a minimal impact on the environment as the use does not generate emissions or waste.

<ul style="list-style-type: none"> <li>i. Development for a use that is a significant economic driver, such as a university, consolidates its role in facilitating growth in allied industries including research and development, drawing visitors and students to the region and functioning as a major employment generator.</li> <li>j. Development is designed, constructed and operated to maintain the safety and security of people and property.</li> <li>k. Development responds to land constraints, mitigates any adverse impacts on environmental values and natural features, and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.</li> </ul>	
<p>6. Brisbane Markets zone precinct form overall outcomes are:</p> <ul style="list-style-type: none"> <li>a. Development provides for facilities and services to facilitate the marketing, storage, handling and distribution of primarily fresh food and produce, including: <ul style="list-style-type: none"> <li>a) the sale of fresh food and produce by both wholesale and small-scale retail facilities;</li> <li>b) large-scale storage and handling facilities;</li> <li>c) businesses and facilities having a connection to or association with the marketing and distribution of fresh food and produce;</li> <li>d) trash and treasure <a href="#">markets</a>;</li> <li>e) complementary uses such as <a href="#">food and drink outlets</a>, which serve employees, customers and visitors to the <a href="#">markets</a>.</li> </ul> </li> </ul>	<p><b>N/A</b></p>

<p>7. Entertainment and conference centre zone precinct overall outcomes are:</p> <ul style="list-style-type: none"><li>a. Development provides areas and large-format facilities for the amusement and entertainment of the public, including venues for conferences, concerts, public or community group gatherings, indoor and <b>outdoor sport and recreation</b>, private functions, trade exhibitions and displays, plus ancillary <b>office</b>, catering, light refreshments and sale of merchandise.</li><li>b. Development for a large-format library, museum or gallery facility and associated ancillary functions is accommodated.</li><li>c. Development of a site that is adaptable for occasional sport and recreation uses may also be accommodated.</li><li>d. Development for a complementary use directly related to the core functions of the Entertainment and conference centre zone precinct, including <b>bar, shop, food and drink outlet, office, hotel, major sport, recreation and entertainment facility, motor sport facility, nightclub, telecommunications facility</b> or <b>tourist attraction</b>, may also be accommodated.</li></ul>	<p><b>N/A</b></p>
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<p>8. Large format retail zone precinct overall outcomes are:</p> <ul style="list-style-type: none"> <li>a. Development provides for large indoor or outdoor premises requiring direct vehicular access for handling, storage and display for sale, auction, hire or lease of goods and services.</li> <li>b. Development is in a form that utilises larger scale buildings or outdoor display areas with customer car parking around the buildings or outdoor display areas and may be stand-alone premises or integrated with other premises in the Large format retail zone precinct.</li> <li>c. Development for an ancillary use such as <b>food and drink outlet</b>, food service, <b>office</b> and on-site workshop for the sale, servicing, fitting and repair of products and accessories may also be accommodated where it is integrated by design, built form, access and landscaping with the balance of the premises.</li> <li>d. Development does not include a <b>shopping centre</b>.</li> <li>e. Development does not include a <b>shop</b> where the scale of the premises is smaller or where the goods or services are for department store, discount department store, discount variety store, supermarket or corner store.</li> </ul>	<p><b>Complies</b></p> <p>8. Large format retail zone precinct overall outcomes are:</p> <ul style="list-style-type: none"> <li>a. N/A No development proposed and existing development complies.</li> <li>b. N/A No development proposed and existing development complies. Existing car parking is in adequate for LFR use.</li> <li>c. N/A No development proposed and office use started as ancillary but now standalone due to expansion. it.</li> <li>d. Complies.</li> <li>e. Complies.</li> </ul>
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<p>9. Major education and research facility zone precinct overall outcomes are:</p> <ul style="list-style-type: none"> <li>a. Development provides premises for teaching and research, such as a university or research facility, that promote knowledge creation and entrepreneurial activity in science and technology, research, development, low-impact manufacturing or other innovative uses, for example, a technology park.</li> <li>b. Development for ancillary facilities such as office space, rooming accommodation, food service and sport and recreation facilities may be accommodated.</li> <li>c. Development for a complementary use may also be accommodated where supporting or enhancing the functionality of the Major education and research facility zone precinct, including childcare centre, community facility – community purpose, food and drink outlet, function facility, health care service, rooming accommodation where off-site student accommodation, indoor and outdoor sport and recreation and theatre.</li> </ul>	<p>9. Major education and research facility zone precinct overall outcomes are:</p> <ul style="list-style-type: none"> <li>a. The industrial training/educational use requires a specialised industrial space not common or viable in traditional education environments.</li> <li>b. Office use is not ancillary.</li> <li>c. n/a</li> </ul>
<p>10. Marina zone precinct overall outcomes are:</p> <ul style="list-style-type: none"> <li>a. Development provides an area for marina activities, maritime businesses and marine industry uses for which a location adjoining or near the waterfront is essential to facilitate mooring, access, launching, storage, refuelling, repair and maintenance of boats.</li> <li>b. Development provides for small-scale complementary uses serving visitors, including: <ul style="list-style-type: none"> <li>a) food and drink outlets such as kiosks;</li> <li>b) club houses and associated facilities for serving food and drinks;</li> <li>c) toilets, laundries and ablutions facilities and refuse collection areas;</li> <li>d) shops such as a chandlery or convenience retail;</li> <li>e) offices that fulfil an administrative or regulatory function for marina activities;</li> <li>f) secure car and trailer parking areas.</li> </ul> </li> </ul>	<p><b>N/A</b></p>

<p>11. Mixed industry and business zone precinct overall outcomes are:</p> <ul style="list-style-type: none"><li>a. Development provides premises on large parcels of land to accommodate firms seeking to combine their corporate office and manufacturing and distribution industry functions in one central location.</li><li>b. Development for a mix of industrial activities, commercial enterprises and workshops are facilitated and supported by office activities set in a business park environment.</li><li>c. Development provides for a wide range of industry and business uses, including clean low impact industry, research and technology facilities, knowledge creation and entrepreneurial activities and service industries that are more compatible with urban areas.</li><li>d. Development for a complementary use such as food and drink outlets, finance services, community facilities and convenience shops predominantly serving employees of firms located in the Mixed industry and business zone precinct, is limited and comprises a very small proportion of activities in the zone precinct.</li></ul>	<p><b>N/A</b></p>
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# 5. NEIGHBOURHOOD PLAN

## 7.2.2.1 Banyo–Northgate neighbourhood plan

<b>7.2.2.1.1 Application</b>	<b>This code applies to assessing a material change of use in Banyo–Northgate neighbourhood plan for impact assessment.</b>
<b>7.2.2.1.1 Purpose</b>	<b>Comments</b>  The proposal contributes to the overall outcomes for the Banyo–Northgate neighbourhood plan including:
a. Development in the Low impact industry zone, General industry zone precincts A, B and C, and the Mixed Industry and business zone precinct of the Specialised centre zone supports Brisbane’s economy by facilitating the ongoing operation and evolution of industrial activities in Brisbane’s Northern industrial area and along Toombul Road.	As a vocational training centre in industrial electrical safety, the proposal supports Brisbane’s economy by assisting with the facilitation and operation industrial activities in Brisbane’s Northern industrial area and along Toombul Road.
b. Residential development is a mix of low density, character residential and low-medium density residential housing with limited provision for medium density residential development in the Medium density residential and Mixed use zones.	<b>N/A</b>  Not residential development

<p>c. Development in the <a href="#">growth node</a> around Northgate railway station provides a mix of employment and residential uses which is primarily residential to the west of the railway line, and primarily mixed industry and business to the east of the railway line.</p>	<p>The proposed business is east of the Future Growth Node around Northgate Station (H6 in 1 SFM-003 Selected Transport Corridors and Growth) and provides employment in an area for mixed industry and business to the east of the railway line.</p>
<p>d. Development in the <a href="#">railway station</a> precincts creates a high quality, fine grain urban environment promoting pedestrian activity, including achieving access through pedestrian <a href="#">arcades</a>, and maximising access to public transport.</p>	<p><b>N/A</b> Not in a railway station precinct.</p>
<p>e. Development creates an integrated local road network which facilitates direct access to <a href="#">railway stations</a> and activity centres, and supports finer grained development.</p>	<p>There is no proposed development. The proposed intensity of use will not adversely impact local road network and has access to Northgate railway station via Toombul Road. The number and times of vehicles entering and leaving the site is a maximum of 21, at the beginning and end of classes, and at times differing from neighboring uses.</p>
<p>f. Development for a <a href="#">sensitive use</a> within the Industrial amenity investigation area sub-category is compatible with nearby existing uses that have the potential for off-site air or noise emissions and does not adversely impact on the continued operation of those existing uses.</p>	<p><b>N/A</b> The proposed use is not a sensitive use as an educational establishment for trade or industry-related training, where overnight accommodation is not provided.</p>

<p>g. Development ensures that the environmental values, including habitat, ecological, cultural and waterway values of Nundah Creek, Nudgee Waterhole and the corridor linking the waterhole to the Boondall Wetlands indicated in <a href="#">Figure e</a> are retained and enhanced.</p>	<p><b>N/A</b></p> <p>The subject site is located more than 300 metres from any waterway, does not generate emissions that impact any waterway. The existing drainage to the LPOD is unchanged.</p>	
<p>h. 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 economic need for the development.</p>	<p><b>N/A</b></p> <p>No development proposed.</p>	
<p><b>7.2.2.1.3 Performance outcomes</b></p>	<p><b>Acceptable outcomes</b></p>	<p><b>Comments</b></p>
<p><b>General</b></p>		
<p><b>PO1</b></p> <p>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:</p>	<p><b>AO1</b></p> <p>Development complies with the number of storeys and building height in Table 7.2.2.1.3.B.</p> <p>Note—Neighbourhood plans will mostly specify a maximum number of storeys where zone</p>	<p><b>N/A</b></p> <p>The site is not located in a Banyo—Northgate neighbourhood precinct.</p> <p>There is no proposed development.</p>

<ul style="list-style-type: none"> <li>a. consistent with the anticipated density and assumed infrastructure demand;</li> <li>b. aligned to community expectations about the number of storeys to be built;</li> <li>c. proportionate to and commensurate with the utility of the site area and frontage width;</li> <li>d. designed to avoid a significant and undue adverse amenity impact on adjoining development;</li> <li>e. sited to enable existing and future buildings to be well separated from each other and avoid affecting the potential development of an adjoining site.</li> </ul>	<p>outcomes have been varied in relation to building height. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.</p>	
<p><b>PO2</b></p> <p>Development for a publicly accessible plaza or arcade provided as part of development is easily accessed, attractive and supports personal safety.</p>	<p><b>AO2.1</b></p> <p>Development provides for pedestrian and cyclist movement adjoining and through a site at street level or at-grade.</p> <p>Note—Grade separated pedestrian movement systems, such as an overhead bridge or underpass, are avoided because they are less attractive and safe for users.</p> <p><b>AO2.2</b></p>	<p><b>N/A</b></p> <p>There is no proposed development and will not include a plaza or arcade.</p>

	<p>Development for a plaza, arcade, and other external area in the site which is intended for public access at night complies with:</p> <ul style="list-style-type: none"> <li>a. AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Category P3;</li> <li>b. AS 4282-1997 Control of the obtrusive effects of outdoor lighting.</li> </ul>	
<p><b>PO3</b></p> <p>Development facilitates new pedestrian linkages to local streets (arcades) that improve pedestrian walkability to Northgate railway station and Nudgee railway station.</p>	<p><b>AO3</b></p> <p>Development for the arcades identified in Figure a, between Holland Street and Melton Road, and Figure d, between Rochat Avenue and Nudgee railway station:</p> <ul style="list-style-type: none"> <li>a. provides pedestrian access during hours of operation of the use;</li> <li>b. integrates with adjoining buildings;</li> <li>c. links established pedestrian networks, parking and public transport facilities;</li> <li>d. has a minimum corridor width of 6m, including a minimum unobstructed pavement width of 3m;</li> <li>e. has an active use edge;</li> <li>f. is finished with high quality materials considering public safety;</li> </ul>	<p><b>N/A</b></p> <p>The subject site is not identified in in Figure a, between Holland Street and Melton Road, and Figure d, between Rochat Avenue and Nudgee railway station.</p>

	<ul style="list-style-type: none"> <li>g. is provided at-grade with an adjoining public area and connects safely without any lip or step;</li> <li>h. incorporates crime prevention through environmental design principles to maximise safety;</li> <li>i. has signage at each end identifying the connection provided;</li> <li>j. is straight and allows for visual connection to the other end.</li> </ul>	
<p><b>PO4</b></p> <p>Development improves connectivity for road users, pedestrians and cyclists by providing the following local roads:</p> <ul style="list-style-type: none"> <li>a. a local road between Hamilton Street and Holland Street, and between Landy Street and Allworth Street as indicated in Figure a;</li> <li>b. local roads between St Vincents Road and Bindha railway station, between Harold Street and Blinzinger Road and between Blinzinger Road and Bindha railway station as indicated in Figure b;</li> <li>c. local roads to Tufnell Road and Earnshaw Road and to the Bindha Station south sub-precinct as indicated in Figure c;</li> </ul>	<p><b>AO4</b></p> <p>No acceptable outcome is prescribed.</p>	<p><b>N/A</b></p> <p>The subject site is not identified in PO4.</p>

<p>d. local roads between Rochat Avenue and Elliott Road, and between Railway Parade and Railway Street as indicated in Figure d;</p> <p>e. a local road from Blinzinger Road, opposite Raleigh Street, to Wellington Street as indicated in Figure f.</p>		
<b>Table 7.2.2.1.3.D—Siting requirements for car parking</b>	<b>Acceptable outcomes</b>	<b>Comments</b>
		<p><b>N/A</b></p> <p>There are no charges to existing car parking.</p>

## 6. OVERLAYS

### 8.2.2 Airport environs overlay code

**Table 8.2.2.3.A—Performance outcomes and acceptable outcomes**

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>	<b>Comments</b>
<b>General</b>		
<p><b>PO1</b></p> <p>Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane, Archerfield or Amberley airports.</p>	<p><b>AO1</b></p> <p>Development does not penetrate or create any physical obstruction into the OLS, height restriction zone or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane, Archerfield or Amberley airports unless</p>	<p><b>N/A</b></p> <p>There is no proposed development.</p>

	<p>approved in accordance with the relevant federal legislation.</p> <p>Editor's note— Where development intrudes into an airport's OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought.</p>	
<p><b>PO2</b></p> <p>Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational airspace of Brisbane, Archerfield or Amberley airports.</p> <p>Editor's note— Where development does emit gases or particulates above those outlined in AO2, advice from the Civil Aviation Safety Authority should be sought.</p>	<p><b>AO2</b></p> <p>Development does not emit into the OLS or height restriction zone:</p> <ul style="list-style-type: none"> <li><b>a.</b> a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction with CASA Advisory Circular AC-139-05(1) Plume rise assessments;</li> <li><b>b.</b> smoke, dust, ash, steam or other airborne particulate.</li> </ul>	<p>N/A</p> <p>There are no proposed emissions.</p>
<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>Complies</p> <p>All waste managed internally in bins with lids.</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>N/A</p> <p>There is no proposed development.</p>
<p><b>PO9</b></p>	<p><b>AO9.1</b></p>	<p>N/A</p>

Development for a <b>sensitive use</b> is appropriately located to prevent inappropriate exposure to very high levels of aircraft noise.	Development for a <b>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</b> or <b>rooming accommodation</b> 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.	An educational establishment for trade or industry related training, where not involving overnight accommodation is not a sensitive use.
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### 8.2.8.A Community purposes network overlay code

**Table 8.2.8.A.3—Performance outcomes and acceptable outcomes**

Performance outcomes	Acceptable outcomes	Comments
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		N/A

### 8.2.9 Critical infrastructure and movement network overlay code

**Table 8.2.9.3—Performance outcomes and acceptable outcomes**

Performance outcomes	Acceptable outcomes	Comments
<b>General</b>		

<p><b>O1</b></p> <p>Development ensures that <a href="#">air service, detention facilities, emergency services, hospital, port service</a> and <a href="#">residential care facilities</a> maintain essential functions and retain transport connections necessary for their function during a natural disaster event.</p>	<p><b>AO1</b></p> <p>Development for <a href="#">air service, detention facilities, emergency services, hospital, port service</a> or <a href="#">residential care facilities</a>:</p> <ul style="list-style-type: none"> <li>a. has direct vehicular access to a critical route or an interim critical route; or</li> <li>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</li> <li>c. includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or</li> <li>d. where the development cannot access a critical route or an interim critical route during a natural disaster event, the development: <ul style="list-style-type: none"> <li>i. demonstrates that it services a local/district catchment and can continue to service and access that catchment during a natural disaster event;</li> </ul> </li> </ul> <p>includes a business continuity plan for the operation of the use or throughout the natural disaster event.</p>	<p>N/A</p> <p>There is no proposed development.</p>
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## 8.2.11 Flood overlay code

**Table 8.2.11.3.A—Performance outcomes and acceptable outcomes**

Performance outcomes	Acceptable outcomes	Comments
<b>General</b>		
<p><b>PO3</b> Development:</p> <ul style="list-style-type: none"> <li>a. is compatible with flood hazard in a <a href="#">defined flood event</a>;</li> <li>b. minimises the risk to people from flood hazard;</li> <li>c. does not reduce the ability of evacuation resources including emergency services to access and evacuate the site in a flood emergency, with consideration to the scale of the development;</li> <li>d. minimises impacts on property from flooding;</li> <li>e. minimises disruption to residents, business or site operations and recovery time due to flooding;</li> <li>f. minimises the need to rebuild structures after a flood event greater than the <a href="#">defined flood event</a>.</li> </ul> <p>Note—Where <a href="#">Table 8.2.11.3.C</a> identifies that a flood risk assessment is required, compliance with this performance outcome can be achieved by submitting a flood risk assessment, which may be included within a flood study, addressing the criteria within this performance solution. Preparing flood risk assessments and flood studies is required to be in accordance with the <a href="#">Flood planning scheme policy</a>.</p> <p>Note—An emergency management plan prepared in accordance with the <a href="#">Flood planning scheme policy</a>, which sets</p>	<p><b>AO3</b> Development for a material change of use is identified in <a href="#">Table 8.2.11.3.C</a> as compatible with the flood hazard in the relevant flood planning area.</p>	<p>Complies</p> <p>The site is located in Creek/waterway flood planning area 5 sub-category</p> <p>Table 8.2.11.3.C—Land use compatibility with flood hazard</p> <p>Office: C – Land use is compatible with the flood hazard subject to meeting all other relevant requirements.</p> <p>Educational establishment (and outdoor education centre): C – Land use is compatible with the flood hazard subject to meeting all other relevant requirements.</p>

<p>out procedures for evacuation due to flooding may be used to demonstrate compliance with this performance outcome.</p>		
<p><b>PO5</b> Development is located and designed to:</p> <ul style="list-style-type: none"> <li>a. minimise the risk to people from flood hazard on the site;</li> <li>b. minimise flood damage to the development and contents of buildings up to the <b>defined flood event</b>;</li> <li>c. provide suitable <b>amenity</b>;</li> </ul> <p>minimise disruption to residents, recovery time and the need to rebuild structures after a flood event up to and including the <b>defined flood event</b>.</p>	<p><b>AO5.1</b> Development complies with the flood planning levels specified in <a href="#">Table 8.2.11.3.D</a>.</p> <p>Note—If located in an area with no Council-derived flood levels such as an overland flow path, a <a href="#">Registered Professional Engineer Queensland</a> with expertise in undertaking flood studies is to derive the applicable flood level and certify that the development meets the required flood planning levels in <a href="#">Table 8.2.11.3.D</a>. The study is to demonstrate that the development and engineering design methods conform to the principles within the <a href="#">Flood planning scheme policy</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p>No development is proposed.</p> <p>Proposed use is likely 9b, which is Building floor level Category A; unroofed car park and Vehicular manoeuvring areas Category D</p> <p>Minimum design floor or pavement levels (m AHD)for:</p> <p>Category A - Creek/ waterway is 1% AEP flood level + 500mm = 3.2m AHD+500mm</p> <p>The lot Minimum ground level is 3.3m and Maximum ground level is 5.1m. On the relatively flat site, the existing building likely complies.</p> <p>See Appendix 7.1 for Floodwise Report Mapping summary and affected area outside of building envelope.</p> <p>Category D - Creek/waterway is 1% AEP flood level</p> <p>Complies</p> <p>Existing building likely Class 7b, which is category C Creek/waterway is 1% AEP flood level</p>
	<p><b>AO5.2</b></p>	<p>n/a</p>

	<p>Development is:</p> <ul style="list-style-type: none"> <li>a. not located in the: <ul style="list-style-type: none"> <li>i. Brisbane River flood planning area 1, 2a, or 2b sub-categories;</li> <li>ii. Creek/waterway flood planning area 1 or 2 sub-categories;</li> <li>iii. Overland flow flood planning area sub-category; or</li> </ul> </li> <li>b. only located in these sub-categories if a <a href="#">Registered Professional Engineer Queensland</a> with expertise in undertaking flood studies certifies that: <ul style="list-style-type: none"> <li>i. the development design, siting and any mitigation measures will ensure the development is structurally adequate to resist hydrostatic, hydrodynamic and debris impact loads associated with flooding up to the <a href="#">defined flood event</a>; and</li> </ul> </li> </ul>	<p>The site is located in Creek/waterway flood planning area 5 sub-category</p>
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	ii. the risk to people is managed to an acceptable level.	
<p><b>PO6</b></p> <p>Development involving essential electrical services or a <b>basement</b> storage area is suitably located and designed to ensure public safety and minimise flood recovery and economic consequences of damage during a flood.</p>	<p><b>AO6.1</b></p> <p>Development ensures that:</p> <p>a. all areas containing essential electrical services comply with the flood planning levels in <a href="#">Table 8.2.11.3.D</a>; or</p> <p>b. if a <b>basement</b> contains essential electrical services or a private <b>basement</b> storage area, the <b>basement</b> is a waterproof structure with walls and floors impermeable to the passage of water with all entry points and services located at or above the relevant flood planning level in <a href="#">Table 8.2.11.3.D</a>.</p> <p>Note—A <b>basement</b> storage area does not include a bike storage room, change room, building maintenance storage and non-critical electrical services.</p>	<p>Class 9 building Essential electrical services(2) are Category A</p> <p>Category A - Creek/ waterway is 1% AEP flood level + 500mm = 3.2mAHD+500mm</p> <p>The lot Minimum ground level is 3.3m and Maximum ground level is 5.1m. On the relatively flat site, the existing building likely complies.</p> <p>See Appendix 7.1 for Floodwise Report Mapping summary and affected area outside of building envelope.</p> <p>There is no basement.</p>
	<p><b>AO6.2</b></p> <p>Development involving a <b>basement</b> that relies on a pumping solution to manage floodwater ingress or for dewatering after a flood provides a secondary pump system with a backup power source for the pump.</p>	<p>n/a There is no basement.</p>
<p><b>PO7</b></p>	<p><b>AO7.1</b></p> <p>Development:</p>	<p>n/a</p>

<p>Development does not directly or indirectly create a material adverse impact on flood behaviour or drainage on properties that are upstream, downstream or adjacent to the development.</p>	<p>a. does not block, or divert floodwaters for any area affected by creek/waterway or overland flow flooding, excluding storm-tide flooding and Brisbane River flooding sources; or</p> <p>does not result in a material increase in flood level or hydraulic hazard on upstream, downstream or adjacent properties.</p>	<p>No development is proposed.</p>
	<p><b>A07.2</b></p> <p>Development retains existing overland flow paths and does not rely wholly on piped solutions to manage major flows.</p>	<p>n/a</p> <p>No development is proposed.</p>
	<p><b>A07.3</b></p> <p>Development which creates a new overland flow path or significantly modifies an existing overland flow path via earthworks does not materially worsen hydraulic hazard on the site from existing conditions.</p>	<p>n/a</p> <p>No development is proposed.</p>
<p><b>PO8</b></p> <p>Development for <a href="#">filling or excavation</a> in an area affected by creek/waterway flooding does not directly, indirectly or cumulatively cause any material increase in flooding or hydraulic hazard or involve significant redistribution of flood storage from high to lower areas in the floodplain.</p> <p>Note—This can be demonstrated by undertaking earthworks in compliance with the <a href="#">Compensatory earthworks planning scheme policy</a>.</p> <p>Note—This part of the code applies to all development other than a <a href="#">dwelling house</a> and any <a href="#">secondary dwelling</a> which</p>	<p><b>A08</b></p> <p>Development ensures that no <a href="#">filling or excavation</a> greater than 100mm is located in the Creek/waterway flood planning area 1, 2 or 3 sub-categories if contained in the 5% AEP flood extent of any Creek/waterway flood planning area sub-category for which no waterway corridor has been mapped in the Waterway corridors overlay.</p>	<p>n/a</p> <p>No development is proposed.</p>

<p>involves <a href="#">filling or excavation</a>, whether or not the development application comprises a separate development application for operational work involving <a href="#">filling or excavation</a>.</p>		
<p><b>PO9</b> Development ensures that the building and site design:</p> <ul style="list-style-type: none"> <li>a. maintains the conveyance capacity of existing overland flow paths and creek/waterways;</li> <li>b. ensures floodwaters and flood debris can pass predominantly unimpeded under a structure or building to minimise property or building damage, including for a flood larger than the <a href="#">defined flood event</a>;</li> <li>c. mitigates flood impacts by ensuring that filling, excavation and location of services are designed to allow for the conveyance of floodwater across the site.</li> </ul> <p>Note—The <a href="#">Flood planning scheme policy</a> provides guidance on relevant considerations in determining minimum undercroft clearances and treatment of ground level in undercroft areas where floodwater conveyance is required underneath development.</p>	<p><b>AO9.1</b> Development involving a building undercroft in the Creek/waterway flood planning area sub-categories or the Overland flow flood planning area sub-category:</p> <ul style="list-style-type: none"> <li>a. complies with the minimum building undercroft clearance requirements in <a href="#">Table 8.2.11.3.E</a>;</li> </ul> <p>not located directly above any part of a waterway corridor as mapped in the Waterway corridors overlay.</p>	<p>n/a No development is proposed.</p>
<p><b>PO10</b> Development for <a href="#">vulnerable uses, difficult to evacuate uses</a> or <a href="#">assembly uses</a> optimises vehicular access and efficient evacuation from the development to parts of the road network unaffected by flood hazard, in order to:</p> <ul style="list-style-type: none"> <li>a. protect safety of users and emergency services personnel;</li> </ul>	<p><b>AO10</b> Development for <a href="#">vulnerable uses, difficult to evacuate uses</a> or <a href="#">assembly uses</a>:</p> <ul style="list-style-type: none"> <li>a. is not isolated in any event up to the relevant flood planning level specified in <a href="#">Table 8.2.11.3.L</a> and <a href="#">Table 8.2.11.3.D</a>; or</li> <li>b. has direct vehicle access to a critical route or interim critical route in the Critical</li> </ul>	<p>Complies VULNERABLE USES includes educational establishment. The affected flood area is to the rear of the building and outside the building envelope. The crossover and accessway are not prone to</p>

<p>b. support efficient emergency services access and site evacuation with consideration to the scale of development.</p> <p>Note—A flood risk assessment may be required to address the performance outcomes or acceptable solutions which deal with evacuation and isolation arrangements, and the ability to take refuge. The <a href="#">Flood planning scheme policy</a> provides information for undertaking flood risk assessments.</p>	<p>infrastructure and movement network overlay for evacuation in a flood; or</p> <p>c. can achieve vehicular evacuation to a suitable flood-free location.</p> <p>Note—A suitable flood-free location is of a size and nature sufficient to provide for the size and characteristics of the population likely to need evacuation to that area.</p>	<p>flooding and allow safe ingress and egress for emergency vehicles in the event of a flood.</p> <p>The car park and vehicular manoeuvring areas For Class 9 building are Category D - Creek/waterway is 1% AEP flood level is 3.2m and the lot Minimum ground level is 3.3m.</p>
<p><b>PO11</b></p> <p>Development has access which, having regard to hydraulic hazard, provides for safe vehicular and pedestrian movement and emergency services access to adjoining roads.</p>	<p><b>AO11.1</b></p> <p>Development provides an access or driveway into the site which is:</p> <ul style="list-style-type: none"> <li>a. trafficable during the <a href="#">defined flood event</a>;</li> <li>b. not located in the Creek/waterway flood planning area 1 sub-category;</li> <li>c. not located in the Overland flow flood planning area sub-category if the hydraulic hazard is unsafe in the <a href="#">defined flood event</a>;</li> </ul> <p>the access or driveway is not inundated by a 10% AEP flood.</p>	<p>Complies</p> <p>The car park and vehicular manoeuvring areas For Class 9 building are Category D - Creek/waterway is 1% AEP flood level is 3.2m and the lot Minimum ground level is 3.3m.</p>
	<p><b>AO11.2</b></p> <p>Development located in the Creek/waterway flood planning area 1, 2, 3 or 4 sub-categories locates any disabled access in the highest part of the site.</p>	<p>n/a</p> <p>Creek/waterway flood planning area 5 sub-category</p>

<p><b>PO12</b> Development involving a new road, a bridge or culvert is designed to minimise impacts to flood behaviour, minimise disruption to traffic during a flood and allow for emergency access.</p>	<p><b>AO12</b> Development involving a new road complies with the flood planning levels in <a href="#">Table 8.2.11.3.F</a>.</p>	<p>n/a No development is proposed.</p>
<p><b>PO13</b> Development for pedestrian and cyclist paths:</p> <ul style="list-style-type: none"> <li>a. provides a suitable level of trafficability;</li> <li>b. manages the impacts of flooding on asset life and ongoing maintenance costs;</li> </ul> <p>balances route availability with recreational and transport connectivity benefits to the city.</p>	<p><b>AO13.1</b> Development for cyclist and pedestrian facilities other than on public roads, including those traversing through a <a href="#">park</a> and adjacent to a watercourse and overland flow path, are located above the 39% AEP (2 year ARI) flood immunity from all flooding sources.</p>	<p>Complies The pedestrian and cyclist access areas via the car park for Class 9 building are Category D - Creek/waterway is 1% AEP flood level is 3.2m and the lot Minimum ground level is 3.3m.</p>
	<p><b>AO13.2</b> All new on-road cyclist and pedestrian facilities comply with the flood planning levels and trafficability standards for the applicable category of road in <a href="#">Table 8.2.11.3.F</a> or <a href="#">Table 8.2.11.3.K</a>.</p>	<p>n/a No development is proposed.</p>
<p><b>PO14</b> Development which increases the residential population within the Brisbane River flood planning area sub-categories minimises the risk to people in all flood events with consideration to flood hazard, including warning time.</p>	<p><b>AO14</b> Development in the Brisbane River flood planning area sub-categories in areas where the 1% AEP flood level is greater than 12.8m AHD involving:</p> <ul style="list-style-type: none"> <li>a. an increase in the number of residential dwellings; or</li> <li>b. additional residential lots</li> </ul> <p>is not subject to an unsafe hydraulic hazard in the 0.2% AEP flood event.</p>	<p>n/a</p>

<p><b>PO16</b></p> <p>Development involving the storage and handling of <b>hazardous materials</b> avoids or minimises risks to public health and safety and the environment, by:</p> <ul style="list-style-type: none"> <li>a. protecting underground tanks for <b>hazardous materials</b> against the forces of buoyancy, velocity flow and debris impacts;</li> <li>b. securing above-ground tanks for <b>hazardous materials</b> against flotation and lateral movement;</li> <li>c. preventing damage to <b>hazardous materials</b> pipework or entry of floodwater into <b>hazardous materials</b> pipework;</li> <li>d. preventing damage to or off-site release of packages, drums or containers storing <b>hazardous materials</b>.</li> </ul> <p>Note—A chemical hazards flood risk report prepared in accordance with the <b>Management of hazardous chemicals in flood affected areas planning scheme policy</b> can assist in demonstrating achievement of this performance outcome.</p> <p>Note—A pump drainage system is not an acceptable measure to meet the performance outcome.</p>	<p><b>AO16</b></p> <ul style="list-style-type: none"> <li>a. Development does not include the storage or handling of <b>hazardous chemicals</b> that exceed the <b>hazardous chemicals</b> flood hazard threshold quantities in <b>Table 8.2.11.3.M</b>.</li> <li>b. Development involving the processes listed in <b>Table 8.2.11.3.H</b>: <ul style="list-style-type: none"> <li>i. where located in the Flood overlay area, occurs only in the Creek/waterway flood planning area 5 sub-category or the Brisbane River flood planning area 5 sub-category ;or</li> <li>ii. is consistent with the standards contained in the <b>Management of hazardous chemicals in flood affected areas planning scheme policy</b> and can operate without risk of environmental harm during a flood event.</li> </ul> </li> </ul>	<p>Complies</p> <p>No storage or handling of <b>hazardous chemicals</b> or processes listed in Table 8.2.11.3.H on site.</p>
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## 8.2.15 Potential and actual acid sulfate soils overlay code

**Table 8.2.15.3—Performance outcomes and acceptable outcomes**

Performance outcomes	Acceptable outcomes	Comments
<b>General</b>		

<p><b>PO1</b> Development protects the environmental values and ecological health of receiving waters and does not subject assets to accelerated corrosion.</p>	<p><b>AO1</b> Development ensures that:</p> <ul style="list-style-type: none"> <li>a. no potential or actual <a href="#">acid sulfate soils</a> are disturbed; or</li> </ul> <p>Note—This can be demonstrated through the submission of an acid sulfate soil investigation report with reference to the <a href="#">Potential and actual acid sulfate soils planning scheme policy</a>.</p> <ul style="list-style-type: none"> <li>b. the disturbance impacts in an area that hosts potential <a href="#">acid sulfate soils</a> are appropriately managed, if less than 500m<sup>3</sup> of soil is disturbed and the watertable is not affected; or</li> <li>c. impacts are appropriately managed if 500m<sup>3</sup> or more of soil is disturbed or the watertable in an area that hosts potential or actual <a href="#">acid sulfate soils</a> is affected.</li> </ul>	<p>N/A There is no proposed development.</p>
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## 8.2.18 Road hierarchy overlay code

**Table 8.2.18.3—Performance outcomes and acceptable outcomes**

Performance outcomes	Acceptable outcomes	Comments
<b>General</b>		
<p><b>PO1</b> Development ensures that:</p> <ul style="list-style-type: none"> <li>a. vehicle access is provided to each premises, which has no significant impact on the</li> </ul>	<p><b>AO1.1</b> Development ensures that an access driveway is provided from:</p> <ul style="list-style-type: none"> <li>a. a <a href="#">minor road</a>;</li> </ul>	<p>N/A There is an existing 7m access driveway.</p>

<p>safety, efficiency, function, convenience of use or capacity of:</p> <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> <p>b. the safety and efficiency of primary freight routes are protected and enhanced, supporting <b>major industry areas</b>;</p> <p>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.</p>	<p>b. a <b>district road</b> or <b>suburban road</b> if the development has high traffic-generating potential.</p>	<p>There is no proposed development or change in GFA.</p>
	<p><b>AO1.2</b></p> <p>Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.</p>	<p>N/A</p> <p>There is no proposed development or change in GFA.</p> <p>There is no change to the existing 7m access driveway.</p> <p>Nudgee Road is Primary freight access and an Arterial road.</p>
	<p><b>AO1.3</b></p> <p>Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage.</p>	<p>Complies</p>

	<b>AO1.4</b> Development ensures that a turn to and from a <a href="#">major road</a> is restricted to a left turn only.	Complies
	<b>AO1.5</b> Development ensures that vehicle access is provided to an abutting site that only has frontage to an <a href="#">arterial road</a> , to facilitate access to the abutting site via an alternative street.	n/a
<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.	Per the Assessment report, the traffic is minimal and consistent with existent traffic flows.
	<b>AO2.2</b> Development mitigates an impact on the road hierarchy if the development:  a. is for a major development; or b. involves an access driveway to a <a href="#">major road</a> ; or c. involves an access driveway within 100m of a signalised intersection.	N/A  There is an existing 7m access driveway.  There is no proposed development or change in GFA.
<b>PO3</b> Development makes provision for the extension, expansion and widening of the existing and future road network where required.	AO3  No acceptable outcome is prescribed.	N/A  There is no proposed development.
<b>PO3A</b>	AO3A	N/A

<p>Development provides for the payment of extra trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> <li>a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;</li> <li>b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: <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 road network which is made necessary by development that is not assumed future urban development;</li> <li>iii. other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. AO3A</li> </ul> </li> </ul> <p>No acceptable outcome is prescribed.</p>	<p>No acceptable outcome is prescribed.</p>	<p>There is no proposed development.</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>Complies  Per the Assessment Report, traffic generated by the proposed non-anticipated use is significantly less than that generated by the Large Format</p>

<ul style="list-style-type: none"> <li>a. the <a href="#">long term infrastructure</a> for the road network in the <a href="#">Long term infrastructure plans</a>;</li> <li>b. the existing and planned infrastructure for the road network in the <a href="#">Local government infrastructure plan</a>;</li> <li>c. the provision of long term, existing and planned infrastructure for the road 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; or</li> <li>ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>a. for the <a href="#">long term infrastructure</a> for the road network, the <a href="#">Long term infrastructure plans</a>;</li> <li>b. for existing and planned infrastructure for the road network, the <a href="#">Local government infrastructure plan</a>;</li> <li>c. The standards for the road network in the <a href="#">Infrastructure design planning scheme policy</a>.</li> </ul>	Retail in terms of numbers, frequency and duration of parking on site.
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## 8.2.20 Streetscape hierarchy overlay code

**Table 8.2.20.3.A—Performance outcomes and acceptable outcomes**

Performance outcomes	Acceptable outcomes	Comments
<b>General</b>		
<b>PO1</b> Development must improve pedestrian movement and <a href="#">amenity</a> by providing for verges to a width that is appropriate to accommodate large	<b>AO1</b> Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in <a href="#">Table 8.2.20.3.B</a> and the streetscape locality advice and road corridor	N/A There is no proposed development or change in GFA.

subtropical street tree planting and high levels of pedestrian movement.	design standards in the <a href="#">Infrastructure design planning scheme policy</a> .	
	<b>AO2.1</b> Development ensures that existing street trees are retained and protected.	N/A There is no proposed development or change in GFA.
	<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 <a href="#">Infrastructure design planning scheme policy</a> .	N/A There is no proposed development or change in GFA.
<b>PO3</b> Development ensures that the design of a <a href="#">corner land dedication</a> identified on the Streetscape hierarchy overlay map:  a. facilitates a high level of pedestrian movement and activity; b. enforces the sense of arrival to individual precincts and major connections; c. provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the <a href="#">public realm</a> .	<b>AO3.1</b> Development ensures that a <a href="#">corner land dedication</a> is provided:  a. where identified in the Streetscape hierarchy overlay map; <b>b.</b> in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the <a href="#">Infrastructure design planning scheme policy</a> .	N/A There is no proposed development or change in GFA.
	<b>AO3.2</b> Development ensures that landscaping including a large feature tree and seating is provided in a <a href="#">corner land dedication</a> area in compliance with	N/A There is no proposed development or change in GFA.

	the specifications and standards in the road corridor design and streetscape locality advice standards in the <a href="#">Infrastructure design planning scheme policy</a> .	
	<b>AO3.3</b> Development ensures that public art is provided in a <a href="#">corner land dedication</a> 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 <a href="#">Infrastructure design planning scheme policy</a> .	N/A There is no proposed development or change in GFA.
<b>Table 8.2.20.3.B—Required verge widths for the streetscape hierarchy</b>		N/A There is no proposed development. <ul style="list-style-type: none"> <li>• Nudgee Road: Subtropical boulevard - out of centre verge width 3.75m/4.25m</li> <li>• Toombul Road: Subtropical boulevard - out of centre verge width 3.75m/4.25m</li> <li>• Corner land dedication Range 25m2 to 81m2</li> </ul>

## 8.2.23 Transport air quality corridor overlay code

**Table 8.2.23.3.A—Performance outcomes and acceptable outcomes**

Performance outcomes	Acceptable outcomes	Comments
<b>General</b>		

<p><b>PO3</b> Development incorporates built form and landscape design elements that maximise wind movement around buildings and the dispersion of road traffic air pollutants, including:</p> <ul style="list-style-type: none"> <li>a. maintaining gaps between buildings at 7m or higher;</li> <li>b. variation in the building facade, in addition to balconies;</li> <li>c. varying the building shape and form from that of neighbouring buildings;</li> <li>d. significant vegetation between the road and the building.</li> </ul> <p>Note—A transport air quality corridor report prepared in accordance with the <a href="#">Transport air quality corridor planning scheme policy</a> can assist in demonstrating achievement of this performance outcome.</p>	<p><b>A03</b> Development at 7m or higher is set back at least 20m from the kerb</p>	<p>N/A</p> <p>There is no proposed development or change in GFA.</p> <p>The existing development is set back approximately 15 metres and therefore wouldn't meet A03.</p> <p>Excepting car park usage, all activities are conducted within the building.</p> <p>It is not a sensitive use and does not contribute emissions that decrease air quality.</p>
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## 8.2.24 Transport noise corridor overlay code

**Table 8.2.24.3—Performance outcomes and acceptable outcomes**

Performance outcomes	Acceptable outcomes	Comments
<b>General</b>		
<p><b>PO1</b> Development provides outdoor space for passive recreation in a manner where transport noise has been minimised.</p>	<p><b>A01</b> Development ensures that each dwelling:</p> <ul style="list-style-type: none"> <li>a. has a balcony or outdoor recreation area shielded by the building from direct transport noise; or</li> </ul>	<p>N/A</p> <p>Noise corridor – Brisbane: Queensland Development Code MP4.4 Noise Category 3</p>

b. with a balcony exposed to transport noise has a solid gap-free balustrade.

## 7. SECONDARY CODES

### 5.3.5 Prescribed secondary code

Table 5.3.5.1—Prescribed secondary code

Code identified in the assessment benchmarks column	Prescribed secondary code										
	<a href="#">Childcare centre code</a>	<a href="#">Filling and excavation code</a>	<a href="#">Infrastructure design code</a>	<a href="#">Landscape work code</a>	<a href="#">Multiple dwelling code</a>	<a href="#">Outdoor lighting code</a>	<a href="#">Park planning and design code</a>	<a href="#">Retirement and residential care facility code</a>	<a href="#">Stormwater code</a>	<a href="#">Transport, access, parking and servicing code</a>	<a href="#">Wastewater code</a>
<a href="#">Specialised centre code</a>	-	-	Yes	Yes	Yes	Yes	Yes	-	Yes	Yes	Yes

There is no proposed development or change in GFA so none of the above apply except Transport, access, parking and servicing code

### 9.4.11 Transport, access, parking and servicing code

Table 9.4.11.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
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General		
<p><b>PO1</b></p> <p>Development is designed:</p> <ul style="list-style-type: none"> <li>a. to include a technically competent and accurate response to the transport and traffic elements of the development;</li> <li>b. in accordance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</li> <li>c. to ensure the efficient operation and safety of the development and its surrounds.</li> </ul>	<p><b>AO1</b></p> <p>Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>N/A</p> <p>There is no proposed development or change to the existing car parking arrangement.</p>
<p><b>PO2</b></p> <p>Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.</p>	<p><b>AO2</b></p> <p>No acceptable outcome is prescribed.</p>	<p>N/A</p>
<p><b>PO3</b></p> <p>Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function,</p>	<p><b>AO3.1</b></p> <p>Development provides site access that is located and designed in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>N/A</p> <p>There is no proposed development or change to the existing car parking arrangement.</p>

convenience of use or capacity of the road network.		
	<p><b>AO3.2</b></p> <p>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>	N/A
<p><b>PO4</b></p> <p>Development provides walking and cycle routes through the site which:</p> <ul style="list-style-type: none"> <li>a. link to the external network and pedestrian and cyclist destinations such as schools, <a href="#">shopping centres</a>, open space, public transport stations, <a href="#">shops</a> and local activity centres along the safest, most direct and convenient routes;</li> <li>b. encourage walking and cycling;</li> <li>c. ensure pedestrian and cyclist safety;</li> <li>d. provide a direct and legible network.</li> </ul>	<p><b>AO4.1</b></p> <p>Development provides walking and cycle routes which are constructed on the carriageway or through the site to:</p> <ul style="list-style-type: none"> <li>a. create a walking or cycle route along the full frontage of the site;</li> <li>b. connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.</li> </ul>	<p>N/A</p> <p>There is no proposed development or change to the existing car parking, cycling or pedestrian arrangements.</p>
	<b>AO4.2</b>	N/A

	Development provides walking and cycle routes that are constructed in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a> and the <a href="#">Infrastructure design planning scheme policy</a> .	There is no proposed development or change to the existing car parking, cycling or pedestrian arrangements.
	<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.	N/A There is no proposed development or change to the existing car parking, cycling or pedestrian arrangements.
<b>PO5</b> Development provides secure and convenient bicycle parking which:  a. for visitors is obvious and located close to the building's main entrance;  b. for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building;  c. is easily and safely accessible from outside the site;  d. does not impact adversely on visual amenity;  e. does not impede the movement of pedestrians or other vehicles;	<b>AO5.1</b> Development provides on-site bicycle parking spaces in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a> .	There are 5 existing bicycle spaces for students and 1 for staff that meet the standards

<p>f. is designed to comply with a recognised standard for the construction of bicycle facilities.</p>		
	<p><b>A05.2</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 <a href="#">Transport, access, parking and servicing planning scheme policy</a> and AS 2890.3-1993 Bicycle parking facilities.</p>	<p>There is 1 existing bicycle space for staff and no shower cubicles and lockers are required.</p>
	<p><b>A05.3</b> Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.</p>	<p>The 5 bicycles spaces are located inside the building for students. There is no signage visible from the street.</p>
	<p><b>A05.4</b> Development provides visitor bicycle parking which does not impede pedestrian movement.</p>	<p>There are 5 existing bicycle spaces for students</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. 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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p><b>A06</b> Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>There are 5 existing bicycle spaces for students and no shower cubicles and lockers are required.</p>
<p><b>PO7</b> Development provides pedestrian and cyclist access to the site which is designed to provide</p>	<p><b>A07</b> Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design</p>	<p>N/A</p>

safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	guidelines, pedestrian facilities standards and cyclist facilities standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a> .	There is no proposed development or change to the existing car parking, cycling or pedestrian arrangements.
<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.	N/A  There is no proposed development or change to the existing car parking, cycling or pedestrian arrangements.
<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 <a href="#">amenity</a> 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 <a href="#">Transport, access, parking and servicing planning scheme policy</a> ).	N/A  There is no proposed development or change to the existing car parking, cycling or pedestrian arrangements.
	<b>AO9.2</b> Development which is not a major development (as described in the <a href="#">Transport, access, parking and servicing planning scheme policy</a> ) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	N/A  There is no proposed development or change to the existing car parking, cycling or pedestrian arrangements.
	<b>AO9.3</b>	N/A

	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 <a href="#">Transport, access, parking and servicing planning scheme policy</a> .	There is no proposed development or change to the existing car parking, cycling or pedestrian arrangements.
	<p><b>AO9.4</b></p> <p>Development provides access driveways in the road area which:</p> <ul style="list-style-type: none"> <li>a. are located, designed and controlled in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a></li> <li>b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.</li> </ul>	<p>N/A</p> <p>There is no proposed development or change to the existing car parking, cycling or pedestrian arrangements.</p>
<p><b>PO11</b></p> <p>Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.</p>	<p><b>AO11.1</b></p> <p>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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>N/A</p> <p>There is no proposed development or change to the existing car parking, cycling or pedestrian arrangements.</p>
	<p><b>AO11.2</b></p> <p>Development ensures that convex mirrors are only used in a site:</p> <ul style="list-style-type: none"> <li>a. as a secondary support at access driveways;</li> <li>b. in addition to acceptable sight splays that comply with the sight</li> </ul>	<p>N/A</p> <p>There is no proposed development or change to the existing car parking, cycling or pedestrian arrangements.</p>

	distances standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a> .	
<p><b>PO13</b> Development outside of the City core and City frame as identified in <a href="#">Figure a</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 <a href="#">Figure a</a>:</p> <ul style="list-style-type: none"> <li><b>a.</b> provides on-site car parking spaces in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>; or</li> <li><b>b.</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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</li> </ul>	<p>Parking requirements are met on-site by the number of existing car spaces.</p> <p>Educational Establishment requires 1 x Carpark per 10 students (70 students) = 7 carparks and 1 x Carpark per trainer (5 trainers) = 5 carparks Total = 12</p> <p>Office requires 3 Carparks per 100m2 of admin space @ 199m2 Total = 6</p> <p>18 required and 21 existing car parks provided.</p>
<p><b>PO14</b> Development ensures that the number of car parking spaces and design of the car parking area:</p> <ul style="list-style-type: none"> <li><b>a.</b> meet the combined design peak parking demand for residential, visitor and business parking;</li> </ul>	<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>N/A</p> <p>There is no proposed development or change to the existing car parking, cycling or pedestrian arrangements.</p>

<p>b. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.</p> <p>Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the <a href="#">Transport, access, parking and servicing planning scheme policy</a> is to identify the appropriate number of car parking spaces to be provided.</p>		
	<p><b>AO14.2</b></p> <p>Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.</p>	<p>Complies. Office and Educational establishment car parking shared.</p>
<p><b>PO15</b></p> <p>Development provides a car park layout which allows for on-site vehicle parking that:</p> <ul style="list-style-type: none"> <li>a. is clearly defined, safe and easily accessible;</li> <li>b. is designed to contain potential adverse impacts within the site;</li> <li>c. does not detract from the aesthetics or <a href="#">amenity</a> of an area;</li> <li>d. discourages on-street parking if parking has an adverse traffic management safety or <a href="#">amenity</a> impact;</li> </ul> <p>is consistent with safe and convenient pedestrian and cyclist movement.</p>	<p><b>AO15</b></p> <p>Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>N/A</p> <p>There is no proposed development or change to the existing car parking, cycling or pedestrian arrangements.</p>
<p><b>O16</b></p>	<p><b>AO16</b></p> <p>Development incorporates the key elements of crime prevention through environmental design in</p>	<p>N/A</p>

<p>Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p>its layout, building and structure design and landscaping by:</p> <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 ownerships through design and restricting access from non-residential uses into private residential dwellings;</li> <li>c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages;</li> <li>d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit;</li> <li>e. including way-finding cues;</li> <li>f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.</li> </ul>	<p>There is no proposed development or change to the existing car parking, cycling or pedestrian arrangements.</p>
<p><b>PO18</b> Development is serviced by an adequate number and size of service vehicles.</p>	<p><b>AO18</b> Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>N/A There is no proposed development or change to the existing car parking, cycling or pedestrian arrangements.</p>

<p><b>PO19</b></p> <p>Development layout provides for services which:</p> <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 <a href="#">minor road</a> 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 <a href="#">amenity</a> of the surrounding area.</li> </ul>	<p><b>AO19.1</b></p> <p>Development ensures that a service bay provided on site:</p> <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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</li> <li>b. is located away from street frontages and screened from <a href="#">adjoining premises</a>.</li> </ul>	<p>Complies</p>
	<p><b>AO19.2</b></p> <p>Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>N/A</p> <p>There is no proposed development or change to the service access arrangements.</p>
	<p><b>AO19.3</b></p> <p>Development provides service areas for refuse collection in compliance with the standards in the <a href="#">Refuse planning scheme policy</a>, <a href="#">Transport, access, parking and servicing planning scheme policy</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p>N/A</p> <p>There is no proposed development or change to the service access arrangements.</p>

<p><b>PO20</b></p> <p>Development provides service vehicle access routes to and from the site which minimise the impact on:</p> <p>a. <b>amenity</b> and safety in residential areas;</p> <p>streets not constructed to a standard that accommodate increased heavy vehicle movements.</p>	<p><b>AO20</b></p> <p>Development ensures that service vehicles use the shortest and most direct route to the <b>major road</b> network in compliance with the heavy vehicle standards in the <b>Transport, access, parking and servicing planning scheme policy</b>.</p>	<p>N/A</p> <p>There is no proposed development or change to the service access arrangements.</p>
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# 8. APPENDIX

## 7.1 Floodwise Report Summary



Above: Combined 1%AEP for river, creek and storm tide flood extent does not impact the existing building.

Property Summary	Level (mAHD) / Comment	Data Quality Code
Minimum ground level	3.3	C
Maximum ground level	5.1	C
Source of highest flooding	Creek/Waterway	

Likelihood / Description	Level (mAHD)	Source
20%	N/A	
5%	N/A	
2%	N/A	
1%	3.2	Creek/Waterway (Kedron Brook)
1%	2.5	Stormtide (Moreton Bay)
0.2%	3.4	Creek/Waterway (Kedron Brook)
February 2022	3.0	River (Brisbane River and Creeks/Waterways)
Minimum Habitable Floor Level (dwelling house)	N/A*	

Above: Existing building ground levels exceed all but 0.2% 3.4mAHD level of Creek/Waterway (Kedron Brook)