

Code Compliance Statements

This code compliance report has been prepared in support of the proposed change application.

The purpose of this report is to assist the Brisbane City Council Development Assessment Team with their assessment of the proposal, and to demonstrate that all relevant codes and proposed outcomes of the application and associated requirements have been addressed accordingly.

In particular, this report addresses the following codes:

Reference Link in Compliance Statements	Development Codes
Table A	State code 2: Development in a railway environment
Table B	Airport environs overlay code
Table C	Community purposes network overlay code
Table D	Road hierarchy overlay code
Table E	Streetscape hierarchy overlay code
Table F	Industry code
Table G	Industry zone code
Table H	Filling and excavation code
Table I	Infrastructure design code
Table J	Landscape work code
Table K	Outdoor lighting code
Table L	Park Planning and Design Code
Table M	Stormwater Code
Table N	Transport, access, parking and servicing code
Table O	Wastewater code
Table P	Acacia Ridge-Archerfield Neighbourhood Plan Code

State code 2: Development in a railway environment

Performance outcomes	Acceptable outcomes	Response
Building, structures, infrastructure, services and utilities		
PO1 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.	Complies with PO1. The proposal relates to modifications to an existing industrial development, including an extension to the existing extrusion building, relocation of a roller door and confirmation of production throughput. The development remains wholly within the subject site and does not involve works within the railway corridor. The proposed changes will not create a safety hazard within the railway corridor.
PO2 Development does not cause damage to the railway corridor, rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies with PO2. All proposed buildings, structures and operational activities are contained within the subject site. No works are proposed within, or directly affecting, the railway corridor or rail infrastructure.
PO3 Development does not interfere with, or obstruct, the rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies with PO3. The proposal does not involve works within the railway corridor and will not interfere with or obstruct existing rail transport infrastructure or other rail infrastructure. Existing railway operations and access arrangements will remain unaffected.
PO4 Development does not adversely impact the structural integrity or physical condition of the railway, other rail infrastructure or the railway corridor by adding or removing loading .	No acceptable outcome is prescribed.	Complies with PO4. The proposed works are located within the subject site and will not add or remove loading from the railway corridor or rail infrastructure. Building foundations and any associated earthworks will be designed and constructed so that they do not adversely affect the structural integrity or physical condition of the railway corridor.
PO5 Development above a railway is designed to enable natural ventilation and smoke dispersion in the event of a fire emergency.	No acceptable outcome is prescribed.	Not applicable. The proposed development is not located above a railway.
PO6 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.	Complies with PO6. The proposal does not encroach into the railway corridor or alter railway infrastructure. The

Performance outcomes	Acceptable outcomes	Response
		continued industrial use and proposed building modifications will not adversely affect the operating performance of the railway corridor.
PO7 Buildings and structures in a railway corridor are designed and constructed to protect persons in the event of a derailed train.	No acceptable outcome is prescribed.	Not applicable. No buildings or structures are proposed within the railway corridor.
PO8 Buildings and structures in high risk locations and where also located within 10 metres of the centreline of the nearest railway track are design and constructed to protect persons in the event of a derailed train.	AO8.1 Buildings and structures , in a railway corridor , including foundations, retaining and other support elements, are designed and constructed in accordance with Civil Engineering Technical Requirement CIVIL-SR-012 Collision protection of supporting elements adjacent to railways , Queensland Rail, 2011, AS5100 Bridge design, and AS1170 Structural design actions.	Not applicable. No buildings or structures are proposed within the railway corridor or within 10 metres of the centreline of the nearest railway track.
PO9 Buildings and structures are designed and constructed to protect people from electrocution.	AO9.1 The outermost projection of development is set back horizontally a minimum of 3 metres from the outermost projection of overhead line equipment .	Complies with PO9. The proposed building works will maintain an appropriate separation from railway electrical infrastructure. No part of the development is proposed within 3 metres of the outermost projection of overhead line equipment.
PO10 Development in the railway corridor is designed and constructed to prevent projectiles being thrown onto the railway .	No acceptable outcome is prescribed.	Not applicable. No development is proposed within the railway corridor.
PO11 Buildings, and structures with publicly accessible or communal areas within 20 metres from the centreline of the nearest railway track are designed and constructed to prevent projectiles from being thrown onto a railway .	AO11.1 Publicly accessible areas located within 20 metre from the centreline of the nearest railway do not overlook a railway. OR AO11.2 Buildings and structures are designed to ensure publicly accessible areas located within 20 metres from the centreline of the nearest railway track and that overlook the railway may include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR005 Design of buildings over or near railways, Queensland Rail, 2011, and	Not applicable. The proposal is an industrial development and does not introduce publicly accessible or communal areas overlooking the railway within 20 metres of the centreline of the nearest railway track.

Performance outcomes	Acceptable outcomes	Response
	the Civil Engineering Technical Requirement – CIVIL-SR008 Protection screens, Queensland Rail.	
Stormwater and overland flow		
PO12 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard in a railway corridor .	No acceptable outcome is prescribed.	Complies with PO12. Stormwater from the proposed works will be managed within the subject site and directed to the existing lawful drainage system. The proposal will not discharge stormwater in a manner that creates or exacerbates a safety hazard within the railway corridor.
PO13 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of the railway corridor, rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies with PO13. The proposal will maintain the existing drainage regime, subject to detailed design. Stormwater runoff and overland flow will be appropriately managed so there is no material worsening of the operating performance of the railway corridor or rail infrastructure.
PO14 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the railway corridor, rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies with PO14. Stormwater and overland flow will be managed within the subject site through the existing and proposed lawful drainage arrangements. The proposal will not interfere with the structural integrity or physical condition of the railway corridor or rail infrastructure.
Flooding		
PO15 Development does not result in a material worsening of flooding impacts within a railway corridor .	No acceptable outcome is prescribed.	Complies with PO15. The proposed changes are not expected to materially alter existing flood or overland-flow conditions.
Drainage Infrastructure		
PO16 Drainage infrastructure does not create a safety hazard in a railway corridor .	AO16.1 Drainage infrastructure is wholly contained within the development site. AND AO16.2 Drainage infrastructure can be maintained without requiring access to a railway corridor .	Complies with AO16.1 and AO16.2. Drainage infrastructure associated with the proposal will be wholly contained within the site and capable of being accessed and maintained without entry to the railway corridor.
Construction Impacts		
PO17 Construction activities do not cause ground movement or vibration impacts in a railway corridor .	No acceptable outcome is prescribed.	Complies with PO17. Construction activities will be confined to the site and managed in accordance with appropriate construction practices.

Performance outcomes	Acceptable outcomes	Response
Access		
PO18 Development prevents unauthorised access to the railway corridor .	AO18.1 Development abutting the railway corridor incorporates fencing along the property boundary with the railway corridor in accordance with the railway manager's standards. AND AO18.2 A road barrier designed in accordance with Queensland Rail Civil Engineering Technical Requirement CIVIL-SR-007 – Design Criteria for Road Rail Barriers. AND AO18.3 Vehicle manoeuvring areas, driveways, loading areas and carparks abutting the railway corridor incorporate rail interface barriers along the boundary to the railway corridor.	Complies with PO18. The development will maintain secure separation between the subject site and the railway corridor. Existing boundary fencing and site controls will continue to prevent unauthorised access. Vehicle manoeuvring and loading activities will remain within the subject site and will not encroach into the railway corridor.
PO19 Development maintains existing maintenance and authorised access to the railway corridor .	AO19.1 Development does not obstruct existing authorised access points and access routes for maintenance and emergency works to the railway corridor at all times.	Complies with AO19.1. The proposal does not obstruct or alter any existing authorised access point or access route used for maintenance or emergency works to the railway corridor.
PO20 Development does not impede the maintenance of a railway bridge or authorised access to a railway bridge .	AO20.1 Buildings and other structures are set back horizontally a minimum of 3 metres from a railway bridge. AND AO20.2 Permanent structures are not located below or abutting a railway bridge. AND AO20.3 Temporary activities below or abutting a railway bridge do not impede access to a railway corridor.	Not applicable. The proposed development is not located below, abutting or within 3 metres of a railway bridge.

Performance outcomes	Acceptable outcomes	Response
Public passenger transport and active transport		
PO21 Development does not compromise the safety of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO21. The proposal does not involve changes to public passenger transport infrastructure or active transport infrastructure and will not compromise the safety of that infrastructure.
PO22 Development maintains pedestrian and cycle access to a railway station or other public passenger transport infrastructure and active transport infrastructure associated with the railway .	No acceptable outcome is prescribed.	Complies with PO22. Existing pedestrian and cycle access to railway or other public passenger transport infrastructure will not be altered or obstructed by the proposal.
PO23 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO23. The proposed works are contained within the subject site and will not affect the structural integrity or physical condition of public passenger transport or active transport infrastructure.
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure , public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO24. The proposal will not alter or obstruct public passenger transport infrastructure, public passenger services or active transport infrastructure. Their existing operating performance will be maintained.
Planned upgrades		
PO25 Development does not impede delivery of planned upgrades of rail transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO25. The proposal is contained within the subject site and does not encroach into the railway corridor. It will not impede the planning or delivery of planned upgrades to rail transport infrastructure.
Network safety		
PO26 Development involving dangerous goods does not adversely impact on the safety or operations of the railway and rail transport infrastructure .	AO26.1 Development does not involve handling or storage of hazardous chemicals above the threshold quantities listed in table 5.2 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals, Office of Industrial Relations, Department of Justice and Attorney-General, 2016.	Complies with AO26.1, subject to confirmation through operational management documentation. The proposal does not involve the handling or storage of hazardous chemicals above the relevant threshold quantities. Any hazardous materials associated with the industrial use will continue to be stored and managed in accordance with applicable legislative requirements.

Table 2.2 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
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PO27 Development does not create a safety hazard for users of the railway or other rail infrastructure .	No acceptable outcome is prescribed.	Complies with PO27. Any filling, excavation, foundations or retaining works will be confined to the site and designed and constructed so they do not create a safety hazard for railway users or rail infrastructure.
PO28 Development does not adversely impact on the operating performance of the railway or other rail infrastructure within the railway corridor .	No acceptable outcome is prescribed.	Complies with PO28. Proposed earthworks and foundations will not encroach into the railway corridor and will be designed to avoid any adverse impact on the operating performance of the railway or other rail infrastructure.
PO29 Development does not undermine, damage, or cause subsidence of, the railway corridor .	No acceptable outcome is prescribed.	Complies with PO29. Development is located in proximity to the railway corridor. Foundations and any retaining structures will not undermine, damage or cause subsidence within the railway corridor.
PO30 Development does not adversely impact the structural integrity or physical condition of the railway , other rail infrastructure or the railway corridor by adding or removing loading .	No acceptable outcome is prescribed.	Complies with PO30. Proposed works will not add or remove loading from the railway corridor. Foundations, earthworks and retaining structures will be designed to maintain the structural integrity and physical condition of the railway corridor and rail infrastructure.
PO31 Development does not cause ground water disturbance in the railway corridor .	No acceptable outcome is prescribed.	Complies with PO31. The proposal does not involve works within the railway corridor. Any excavation or foundation works will be managed so that groundwater conditions within the railway corridor are not disturbed.
PO32 Development does not adversely impact the railway or other rail infrastructure within the railway corridor .	No acceptable outcome is prescribed.	Complies with PO32. Filling, excavation, foundations and any retaining structures will be contained within the subject site and designed so they do not adversely affect the railway or other rail infrastructure.
PO33 Excavation, boring, piling, blasting, drilling, fill compaction or similar activities does not adversely impact the operating performance of the railway or other rail infrastructure within the railway corridor .	No acceptable outcome is prescribed.	Complies with PO33. Construction methods for excavation, drilling, compaction or similar activities will be selected and managed to avoid vibration, ground movement or other impacts on railway operations and rail infrastructure.
PO34 Filling and excavation material does not cause an obstruction or nuisance in the railway corridor .	AO34.1 Fill, spoil or any other material is not stored in, or adjacent to, the railway corridor .	Complies with AO34.1. Fill, spoil and construction materials will be stored wholly within the subject site and will not be stored within or adjacent to the railway corridor.

Table 2.3 Railway crossings

Performance outcomes	Acceptable outcomes	Response
PO35 Development does not require a new level railway crossing .	No acceptable outcome is prescribed.	Complies with PO35. The proposal does not require or create a new railway crossing.
PO36 Development does not adversely impact on the operating performance of an existing railway crossing .	No acceptable outcome is prescribed.	Complies with PO36. The proposal does not alter an existing railway crossing and will not adversely affect the operating performance of any existing crossing.
PO37 Development does not adversely impact on the safety of an existing railway crossing .	No acceptable outcome is prescribed.	Complies with PO37. The proposal does not alter access arrangements at an existing railway crossing and will not adversely affect railway-crossing safety.
PO38 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing .	No acceptable outcome is prescribed.	Complies with PO38. Vehicle access, circulation, manoeuvring and loading will continue to occur within the subject site. The proposal will not cause vehicles to queue across a railway crossing.

Table 2.4 Environmental emissions

Statutory note: Where development is adjacent to a **railway** with 15 or fewer passing trains per day, compliance with table 2.4 is not required.

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a Lot		
Involving the creation of 5 or fewer new residential lots adjacent to a railway or type 2 multi-modal corridor		
PO39 Development minimises free field noise intrusion from a railway .	AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: - to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); - in accordance with: - Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018;	Not applicable. The proposal does not involve reconfiguring a lot or the creation of residential lots.

	b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO39.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. OR AO39.3 Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to a railway.	
Involving the creation of 6 or more new residential lots adjacent to a railway or type 2 multi-modal corridor		
PO40 Reconfiguring a lot minimises free field noise intrusion from a railway .	AO40.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR	Not applicable. The proposal does not involve reconfiguring a lot or the creation of residential lots.

	AO40.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a railway or type 2 multi-modal corridor		
PO41 Development minimises noise intrusion from a railway in private open space at the ground floor.	AO41.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level; 2. in accordance with: a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO41.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space at the ground floor level by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	Not applicable. The proposal does not involve an accommodation activity or private open space.
PO42 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from the railway in habitable rooms at the facade of the ground floor level.	AO42.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed:	Not applicable. The proposal does not involve an accommodation activity or habitable rooms.

	1. to achieve the maximum building facade acoustic level in reference table 1 (item 1.1) for habitable rooms at the ground floor level; 2. in accordance with: a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;. c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO42.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building facade acoustic level in reference table 1 (item 1.1) for habitable rooms at the ground floor level by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	
PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in Table 3 (item 3.1).	No acceptable outcome is prescribed.	Not applicable. The proposal does not involve habitable rooms.
Above ground floor level requirements (accommodation activity) adjacent to a railway or type 2 multi-modal corridor		
PO44 Balconies, podiums and roof decks include: 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);	No acceptable outcome is prescribed.	Not applicable. The proposal does not involve an accommodation activity, balconies, podiums or roof decks used as private open space.

2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and roof decks		
PO45 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is prescribed.	Not applicable. The proposal does not involve habitable rooms.
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a railway or type 2 multi-modal corridor		
PO46 Development: 1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas; b. in accordance with: i. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 2. achieves the maximum free field acoustic level in reference table (item 2.3) for all outdoor education areas and outdoor play areas by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	No acceptable outcome is prescribed.	Not applicable. The proposal does not involve a childcare centre, educational establishment or hospital.
PO47 Development involving a childcare centre or educational establishment :	No acceptable outcome is prescribed.	Not applicable. The proposal does not involve a childcare centre or educational establishment.

1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); b. in accordance with: i. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; or 2. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.		
PO48 Development involving: 1. indoor education areas and indoor play areas; or 2. sleeping rooms in a childcare centre; or 3. patient care areas in a hospital; achieves the maximum internal acoustic level in reference table 3 (items 3.2, 3.3 and 3.4).	No acceptable outcome is prescribed.	Not applicable. The proposal does not involve indoor education areas, indoor play areas, childcare sleeping rooms or hospital patient-care areas.
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a railway or type 2 multi-modal corridor		
PO49 Development involving a childcare centre; or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from the railway are provided with: 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); and 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and elevated outdoor play areas.	No acceptable outcome is prescribed.	Not applicable. The proposal does not involve a childcare centre or educational establishment.

PO50 Development including: 1. indoor education areas and indoor play areas in a childcare centre or educational establishment; or 2. sleeping rooms in a childcare centre; or 3. patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is prescribed.	Not applicable. The proposal does not involve a childcare centre, educational establishment or hospital.
Air, light and vibration		
PO51 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a railway.	AO51.1 Each dwelling or unit has access to a private open space which is shielded from a railway by a building, noise barrier, solid gap-free fence, or other solid gap-free structure. OR AO51.2 Each outdoor education area and outdoor play area is shielded from a railway by a building, noise barrier, solid gap-free fence, or other solid gap-free structure.	Not applicable. The proposal does not involve private open space, outdoor education areas or outdoor play areas.
PO52 Patient care areas within hospitals are protected from vibration impacts from a railway.	AO52.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of 0.1m/s^{1.75}. AND AO52.2 Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of 0.4m/s^{1.75}.	Not applicable. The proposal does not involve a hospital or patient-care areas.
PO53 Development is designed and sited to ensure light from infrastructure within, and use of, a railway does not: 1. intrude into buildings during night hours (10pm to 6am); and 2. create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	Not applicable. The proposal is an industrial development and does not introduce sensitive residential or accommodation uses. Railway lighting will not unreasonably affect the proposed industrial operations.

Table 2.5 Development in a future railway corridor

Performance outcomes	Acceptable outcomes	Response
PO54 Development does not impede the planning, design and delivery of rail transport infrastructure in a future railway corridor .	AO54.1 Development is not located in a future railway corridor. OR both of the following acceptable outcomes apply: AO54.2 The intensification of lots does not occur within a future railway corridor. AND AO54.3 Development does not result in the landlocking of parcels once a future railway corridor is delivered.	Not applicable. The subject site is near an existing railway corridor and is not identified as being within a future railway corridor.
PO55 Development, including filling, excavation, building foundations and retaining structures do not undermine or cause subsidence of a future railway corridor .	No acceptable outcome is prescribed.	Not applicable. The development is not located within a future railway corridor.
PO56 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future railway corridor .	No acceptable outcome is prescribed.	Not applicable. The development is not located within a future railway corridor.

Airport environs overlay code

The purpose of the Airport environs overlay code is to:	
A. Implement the policy direction in the Strategic framework, in particular: i. Theme 1: Brisbane's globally competitive economy and Element 1.2 — Brisbane's industrial economy; - ii Theme 5: Brisbane's CityShape and Element 5.1 — Brisbane's City Centre and Element 5.2 — Brisbane's Major Industry Areas. b. Provide for the assessment of the suitability of development in the Airport environs overlay.	
The purpose of the code will be achieved through the following overall outcomes:	
a. Development protects the safety and functioning of operational airspace of the Brisbane, Archerfield and Amberley airports.	The proposal is limited to extensions and modifications to the existing extrusion building associated with a long-established pipe manufacturing facility. No material increase in building height is proposed and the development does not create a permanent or temporary obstruction or hazard to operational airspace. The continued operation of the site is not expected to adversely affect airport operations.
b. Development protects the functioning of aviation facilities from incompatible land uses, buildings, structures and works.	The proposal does not introduce a new land use, aviation-sensitive activity or structure that would interfere with the operation of aviation facilities. The development remains consistent with the established industrial function of the site and does not involve buildings, structures or works that would adversely affect aviation infrastructure.
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.	The proposal does not introduce sensitive land uses, accommodation activities or other uses that would increase exposure to aircraft noise. The site will continue to operate as an industrial facility and therefore does not give rise to the land use conflicts sought to be avoided by this outcome.
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.	The proposal does not involve lighting that imitates runway or approach lighting, nor does it include upward-directed lighting, flare plumes or other features that could interfere with pilot visibility. Manufacturing waste is minimal, with defective pipe products shredded and reused in the manufacturing process. Existing waste management arrangements are therefore unlikely to attract birds or bats.
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.	An air quality assessment prepared in support of the application confirms that the proposal will not result in unacceptable air quality impacts. Existing dust filtration systems will remain in operation and manufacturing activities

	continue to occur within enclosed buildings. Accordingly, the development is not expected to adversely affect visibility, aircraft operations or aviation safety.
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.	The proposal relates to an existing industrial facility and does not introduce a new use or a substantial increase in workforce numbers. The proposal is not expected to materially alter the storage or handling of dangerous goods or combustible liquids beyond that already associated with the lawful operation of the site.
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.	The proposal does not involve reflective structures, lighting installations or other features that may create glare, interfere with pilot visibility or otherwise affect airport operations. The extensions are consistent with the existing industrial built form on site and are not expected to create additional visual hazards.
h. Development avoids increased risks to public safety near airport runways.	The proposal does not involve a new land use and does not increase public exposure to aviation-related risk. The continued use of the site for industrial purposes is consistent with the existing and approved development context and does not result in increased risks to public safety.

Performance outcomes	Acceptable outcomes	Comments
Section A—If in the OLS sub-categories, the PANS OPS sub-categories or the height restriction zone sub-categories		
General		
PO1 Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane, Archerfield or Amberley airports.	AO1 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. Editor's note— Where development intrudes into an airport's OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought.	Complies with AO1 The proposal is limited to extensions and modifications to the existing extrusion building and does not involve a material increase in building height. The development does not create a permanent or temporary obstruction or hazard to operational airspace and is not expected to affect the safe operation of Brisbane or Archerfield Airports.
PO2 Development ensures that emissions do not significantly affect air turbulence, visibility or	AO2 Development does not emit into the OLS or height restriction zone:	Complies with AO2 An accompanying Air and Noise Assessment confirms that the proposal will not result in

aircraft engine operation within the operational airspace of Brisbane, Archerfield or Amberley airports. Editor's note— Where development does emit gases or particulates above those outlined in AO2, advice from the Civil Aviation Safety Authority should be sought.	a. a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction with CASA Advisory Circular AC-139-05(1) Plume rise assessments; b. smoke, dust, ash, steam or other airborne particulate.	unacceptable air quality impacts. Existing dust filtration systems will remain in operation and the proposal does not involve activities likely to generate significant smoke, ash, steam or airborne particulates capable of affecting visibility or airport operations. The proposal is therefore not expected to adversely affect operational airspace or aircraft operations.
Additional performance outcomes and acceptable outcomes if involving air service		
PO3 Development does not create a hazard to aviation operations conducted to or from the Brisbane or Archerfield airports.	AO3 Development will not create a hazard to airport operations in accordance with the written confirmation of the Civil Aviation Safety Authority.	Not applicable The proposed development does not involve an air service.
Section B—If in the Bird and bat strike zone sub-categories		Table 5.10.2—Airport environs overlay states that the assessment benchmarks of the Airport environs overlay code are the purpose, overall outcomes and outcomes in section A
Section C—If in the Public safety area sub-categories		
Section D—If in the Light intensity sub-categories		
Section E—If in the Aviation facilities sub-categories		
Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories		

Community purposes network overlay code

The purpose of the Community purposes network overlay code is to:	
a. Implement the policy direction in the Strategic framework in particular: i. Theme 4: Brisbane's highly effective transport and infrastructure, Element 4.2 — Brisbane's other infrastructure networks and Element 4.3 — Brisbane's coordinated infrastructure planning and delivery; ii. Theme 5: Brisbane's CityShape and Element 5.6 — Brisbane's Greenspace System.	The purpose of the Community Purposes Network Overlay Code is to protect and facilitate the delivery of community infrastructure, including parks and community facilities. The proposed development comprises extensions and modifications to an existing pipe manufacturing facility and does not involve, remove or compromise any existing or planned community purposes infrastructure. Accordingly, the proposal is consistent with the purpose of the code.

b. Provide for the assessment of the suitability of development in the Community purposes network overlay.	
The purpose of the code will be achieved through the following overall outcomes:	
a. 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 Local government infrastructure plan.	The proposal does not constitute assumed future urban development and does not involve land identified for parks or community facilities infrastructure. The development will not prejudice the delivery of infrastructure identified within the Local Government Infrastructure Plan.
b. 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 Long term infrastructure plans.	Should Council determine that infrastructure charges are applicable, the development will be subject to the relevant infrastructure charging framework. The proposal does not otherwise compromise the delivery of long-term community infrastructure.
c. Development which provides existing and planned infrastructure for the Community purposes network in the Local government infrastructure plan ensures the provision, location, layout and configuration of the park and land for community facilities meets community needs and contributes quality assets.	The proposal does not provide, alter or affect existing or planned parks or community facilities infrastructure. As such, the outcome is satisfied.
d. Development does not compromise the completion of the Community purposes network.	The proposal is contained wholly within an established industrial site and does not affect land identified for existing, planned or long-term parks or community facilities infrastructure. The development will therefore not compromise the completion or delivery of the Community Purposes Network.

Performance outcomes	Acceptable outcomes
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	
Not applicable The subject site is not identified within any of the listed park-related sub-categories of the Community Purposes Network Overlay. Accordingly, PO1-PO3 and AO1-AO3 do not apply to the proposed development.	
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	

Not applicable

The subject site is not identified within any of the listed community facility sub-categories of the Community Purposes Network Overlay. Accordingly, PO4-PO6 and AO4-AO6 do not apply to the proposed development.

Road hierarchy overlay code

The purpose of the Road hierarchy overlay code is to:	
a. Implement the policy direction in the Strategic framework, in particular: i. Theme 4: Brisbane's highly effective transport and infrastructure and Element 4.1 — Brisbane's transport infrastructure networks; ii. Theme 2: Brisbane's outstanding lifestyle and Element 2.1 — Brisbane's identity. b. Provide for the assessment of the suitability of development in the Road hierarchy overlay.	The purpose of the Road Hierarchy Overlay Code is to ensure development contributes to the safe and efficient operation of Brisbane's road network and supports the intended function of roads within the hierarchy. The proposal involves extensions and modifications to an existing pipe manufacturing facility and does not alter the established access arrangements to the site. Existing access is retained from Ingram Road and Landseer Street. A supporting traffic engineering assessment prepared by Benzie Engineering Pty Ltd confirms the proposal can be accommodated by the surrounding road network without adverse impacts. Accordingly, the proposal is consistent with the purpose of the code.
The purpose of the code will be achieved through the following overall outcomes:	
a. Development contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane's public domain.	The proposal retains the existing access arrangements and is expected to generate approximately 8 vehicle trips per hour during peak periods. The supporting traffic assessment confirms the proposal can be accommodated without adversely affecting the operation of the surrounding road network.
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.	No changes are proposed to site access arrangements or the surrounding road network. The proposal will not compromise the function or capacity of the road hierarchy and existing pedestrian, cyclist and public transport movements will remain unaffected.
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.	The proposal does not substantially alter the function of any road within the hierarchy. The additional traffic generated by the proposal is minimal and does not necessitate upgrades or reconstruction of the surrounding road network.
Development that provides a new road internal and connecting to the road hierarchy complements or completes the existing road hierarchy.	No new roads are proposed as part of the development. Existing access and circulation arrangements will remain unchanged.
Development does not compromise the completion of the road hierarchy.	The proposal is confined to an existing industrial site and does not affect any existing or planned road corridors identified by Council.
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.	The proposal relates to an established industrial use within Brisbane's General Industry Area and is appropriately located within an area intended for freight-generating industrial activities. The existing road network

	continues to provide suitable access for employees, customers and heavy vehicles.
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Performance outcomes	Acceptable outcomes	Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
PO1 Development ensures that: a. vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: a. the road hierarchy shown on the Road hierarchy overlay map; b. public transport operations; c. pedestrian and cyclist movement; b. the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas; c. site access driveways in the road area accommodate all	AO1.1 Development ensures that an access driveway is provided from: a. a minor road; b. a district road or suburban road if the development has high traffic-generating potential.	Complies with AO1.1 The site gains access via existing crossovers to both Ingram Road and Landseer Street. No changes are proposed to the existing access arrangements.
	AO1.2 Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.	Complies with AO1.2 The proposal does not introduce any new access driveways and does not provide direct access to a primary freight route. Existing access arrangements are retained.
	AO1.3 Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage.	Complies with AO1.3 The proposal relates to an established industrial use and retains the existing approved access arrangements. A supporting traffic engineering assessment confirms the proposal can be accommodated without adverse transport impacts.
	AO1.4	Not applicable The proposal does not involve access to a major road and does not alter existing site access arrangements.

turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.	Development ensures that a turn to and from a major road is restricted to a left turn only.	Not applicable The proposal does not involve providing access to an adjoining property and does not alter existing access arrangements external to the site.
	AO1.5 Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street.	
Section B—If for assessable development for a material change of use		
PO2 Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.	AO2.1 Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area. AO2.2 Development mitigates an impact on the road hierarchy if the development: a. is for a major development; or b. involves an access driveway to a major road; or c. involves an access driveway within 100m of a signalised intersection. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy.	Complies with AO2 A Traffic Engineering Response prepared by Benzie Engineering Pty Ltd estimates traffic generation at approximately 8 vehicle trips per hour during peak periods and concludes the proposal can be accommodated by the surrounding road network.
		Complies with AO2.2 The supporting traffic engineering assessment concludes that the proposal will not adversely affect the operation of the surrounding road network and no mitigation works are required.
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
PO3	AO3	Complies with PO3

Development makes provision for the extension, expansion and widening of the existing and future road network where required.	No acceptable outcome is prescribed.	The proposal does not affect any existing or planned road corridors and does not prejudice the future expansion or widening of the road network.
PO3A Development provides for the payment of extra trunk infrastructure costs for the following: a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: a. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; b. long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; c. other infrastructure for the road network associated with development that is not assumed future	AO3A No acceptable outcome is prescribed.	Complies with PO3A Any infrastructure charging obligations associated with the development will be addressed through the applicable legislative framework. The proposal does not compromise the future provision of road infrastructure.

urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.		
If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category		
PO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised: a. the long term infrastructure for the road network in the Long term infrastructure plans; b. the existing and planned infrastructure for the road network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the road network which: a. is required to service the development or existing and future urban development	AO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following: a. for the long term infrastructure for the road network, the Long term infrastructure plans; b. for existing and planned infrastructure for the road network, the Local government infrastructure plan; c. the standards for the road network in the Infrastructure design planning scheme policy.	Not applicable The subject site is mapped within the Neighbourhood Road sub-category and is not identified as being within or adjacent to a District Road, Suburban Road or Arterial Road sub-category.

in the planning scheme area; or b. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.		
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
Not applicable – Table 5.10.18—Road hierarchy overlay states the assessment benchmarks for the proposed development are for the purpose, overall outcomes and outcomes in sections A, B and C only.		

Streetscape hierarchy overlay code

The purpose of the Streetscape hierarchy overlay code is to:	
a. Implement the policy direction in the Strategic framework, in particular: i. Theme 2: Brisbane's outstanding lifestyle and Element 2.1 — Brisbane's identity; ii. Theme 4: Brisbane's highly effective transport and infrastructure and Element 4.1 — Brisbane's transport infrastructure networks. b. Provide for the assessment of the suitability of development in the Streetscape hierarchy overlay.	Complies The proposal comprises extensions and modifications to an existing pipe manufacturing facility. The works are contained within the established site and do not alter the existing road frontages, access arrangements or streetscape treatments. The proposal will therefore maintain the established streetscape character and will not prejudice the intended function of the mapped streetscape hierarchy.
The purpose of the code will be achieved through the following overall outcomes:	
a. Development ensures that verges are wide enough to support high levels of pedestrian movement and have sufficient space to accommodate large subtropical street tree plantings. b. Development ensures that existing street trees are retained and new subtropical tree species in the verge make a significant contribution to shade tree cover and carbon sequestration. c. Development ensures that subtropical planting reinforces city gateways, thresholds and nodes. d. Development ensures that verges comprise consistent and high-quality treatments with improved footpaths and increased shade and shelter appropriate to their anticipated pedestrian use and where the use will change from the current zone. e. Development protects and contributes to safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout sites and throughout neighbourhoods. f. Development maintains options for the safe movement of wildlife along a corridor.	(a) Complies. Existing verges and footpaths along Ingram Road and Landseer Street will be retained. The proposal does not involve a new road, alteration to the existing frontages or works that would reduce the existing verge widths or compromise pedestrian movement and street tree planting. (b) Complies. The proposed building works are located within the established industrial site and do not require the removal of existing street trees. Existing streetscape planting will be retained. (c) Not applicable. The site is not identified as a city gateway, threshold or node, and the proposal does not involve changes to the existing road frontage or streetscape planting. (d) Complies. The proposal does not involve a change of use or changes to the existing verges and footpaths. The established frontage treatments and existing pedestrian facilities will be maintained. (e) Complies. Existing pedestrian facilities along the site frontages will be retained. The proposed works are contained within the site and will not obstruct or adversely affect pedestrian or cyclist movement within the surrounding road network. (f) Not applicable. The site is not identified within or adjoining the Wildlife movement solution sub-category. The proposal therefore does not affect a mapped wildlife movement corridor.

Performance outcomes	Acceptable outcomes	Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	AO1 Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	Complies with AO1. The site fronts existing constructed roads and the proposal does not create a new road, alter the existing frontages or reduce the available verge widths. Existing verges and footpaths along Ingram Road and Landseer Street will be retained. Accordingly, no additional linear land dedication is considered necessary as part of the proposed changes.
PO2 Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	AO2.1 Development ensures that existing street trees are retained and protected. AO2.2 Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	Complies with AO2.1. The proposed works are contained within the established industrial site and do not require the removal of existing street trees. Existing street trees and streetscape planting will be retained and protected.
		Complies with AO2.2. No changes are proposed to existing street tree planting, street furniture, paving, lighting, verges or kerb treatments along the site frontages. The established streetscape treatment will therefore remain unchanged.
Section B—If for assessable development		

PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: c. facilitates a high level of pedestrian movement and activity; d. enforces the sense of arrival to individual precincts and major connections; e. provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.	AO3.1 Development ensures that a corner land dedication is provided: d. where identified in the Streetscape hierarchy overlay map; e. in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	Not applicable. The site is not identified within the Corner land dedication sub-category on the Streetscape hierarchy overlay map. Accordingly, AO3.1 does not apply to the proposed development. The site is mapped within the Industrial Street and adjoining Neighbourhood Street Minor sub-categories only.
	AO3.2 Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	
	AO3.3 Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.	
If in or on a site adjoining the Wildlife movement solution sub-category		

PO4 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	AO4 Development ensures that infrastructure solutions are: c. provided at the locations identified on the Streetscape hierarchy overlay map; d. designed to: a. account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; b. achieve physical separation of native wildlife and the road; c. adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code. Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.	Not applicable with AO4. The subject site is not within or adjoining the Wildlife Movement Solution sub-category. Accordingly, AO4 does not apply to the proposed development.
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Industry code

Purpose / Overall outcome	Response
Purpose: assess the suitability of development to which the Industry Code applies.	Complies with the purpose. The proposal relates to extensions and operational improvements to an established pipe manufacturing facility. The proposed changes maintain the industrial function of the site and are supported by air, noise and traffic assessments.
2(a) Development is appropriately located and designed to mitigate industrial impacts.	Complies with 2(a). The proposal retains an established industrial use within the Industry Zone. Manufacturing remains within the existing industrial premises, with the building extension improving enclosure of the extrusion process.
2(b) Development achieves satisfactory environmental performance.	Complies with 2(b). The accompanying air and noise assessment concludes that the proposed changes can operate within the applicable criteria. Existing filtration remains, manufacturing activities are enclosed and defective pipe is reprocessed through the manufacturing cycle.
2(c) Development is compatible with sensitive uses in the vicinity.	Complies with 2(c). The proposal does not introduce a new industrial use. The supporting assessment predicts acceptable air and noise outcomes at nearby sensitive receivers.
2(d) Harmful pollutants are avoided or minimised and sensitive uses are protected.	Complies with 2(d). Manufacturing occurs within enclosed buildings, existing dust filtration is retained and waste pipe is shredded and reused. Potentially contaminating materials will continue to be appropriately stored and managed within the site.
2(e) Buildings near sensitive uses can accommodate industrial uses without unacceptable amenity impacts.	Complies with 2(e). The extension encloses areas associated with the extrusion process and does not introduce additional extrusion lines. The number of extrusion lines reduces from nine to seven, and the technical assessment predicts compliance at surrounding receivers.
2(f) Renewable energy facilities are appropriately located.	Not applicable. The proposal does not involve a renewable energy facility.
2(g) Development accommodates the social and environmental needs and safety of workers and visitors.	Complies with 2(g). The proposal retains on-site parking, access, staff facilities and clearly defined operational areas. Existing administrative functions remain ancillary to the manufacturing use.
2(h) Food and drink outlets and shops remain small-scale and support industrial workers without compromising industry.	Not applicable. The proposal does not include a food and drink outlet or shop.
2(i) Indoor sport and recreation remains small-scale and compatible with industry.	Not applicable. The proposal does not include indoor sport and recreation.
2(j) Educational establishments are limited to trade or industry-related training without overnight accommodation.	Not applicable. The proposal does not include an educational establishment.

Performance outcome	Acceptable outcome	Response
Section A - Assessable development		

Performance outcome	Acceptable outcome	Response
PO1 Air emissions are avoided or minimised and applicable air-quality, odour and health-risk criteria are achieved.	AO1.7 High Impact Industry, other than concrete batching, does not generate air emissions from the site.	Complies with PO1. The proposed changes do not introduce a new emission-generating process or additional extrusion machinery. Existing filtration remains in place and activities continue within enclosed buildings. The accompanying air assessment concludes that acceptable air-quality outcomes can be achieved.
PO2 Applicable planning, low-frequency and night-time noise criteria are achieved.	AO2.10 High Impact Industry does not generate noise emissions from the site.	Complies with PO2. While the existing use generates operational noise, the accompanying noise assessment predicts compliance with the applicable criteria at the nearest sensitive receivers. The proposal reduces extrusion lines from nine to seven and further encloses the northern side of the extrusion building.
PO3 Risks from fire, explosion and toxic release are minimised.	AO3 Dangerous goods and combustible liquids remain below the thresholds in Table 9.3.12.3.H.	Complies with AO3, The proposal does not introduce new dangerous-goods storage. Any dangerous goods or combustible liquids will continue to be stored and managed in accordance with applicable legislative requirements and below the relevant thresholds.
PO4 Warehouses in the General Industry C Zone Precinct meet large-format logistics outcomes.	AO4 General Industry C warehouse requirements.	Not applicable. The subject site is in the General Industry A Zone Precinct and the proposal is not for a new warehouse in the General Industry C Zone Precinct.
PO5 Urban development is adequately serviced by water and waste disposal.	AO5 Reticulated water and sewerage, or an appropriate on-site system, are provided.	Complies with AO5. The established premises is connected to reticulated water and sewerage. Existing services will be retained and any alterations will be undertaken to the relevant service-provider requirements.
PO6 Parking in the City Core or City Frame discourages private-car use.	AO6 Maximum parking rates apply in the City Core and City Frame.	Not applicable. The site is outside the City Core and City Frame.
PO7 Outside the City Core and City Frame, sufficient parking is provided to meet peak demand without overflow.	AO7 Parking complies with applicable standards or avoids on-street overflow.	Complies with PO7. The parking survey identified a peak demand of 36 vehicles. The proposal provides 27 additional parking spaces, which exceeds the estimated additional demand and avoids reliance on surrounding streets.
PO8 Outdoor lighting does not adversely affect people, activities or fauna.	AO8.1 Outdoor lighting complies with AS 4282-1997.	Complies with AO8.1. Any new or modified outdoor lighting will be designed, installed and operated to control spill and glare in accordance with AS 4282-1997.
	AO8.2 Floodlighting has no upward light component when mounted horizontally.	Complies with AO8.2. Any new floodlighting will use shielded, full cut-off or equivalent luminaires that direct light downward and avoid upward light.
Additional outcomes for an extension to an existing premises		
PO9 Surface-water and groundwater contamination is prevented.	AO9.1 Liquid and solid wastes, other than stormwater, are not discharged to land or waters.	Complies with AO9.1. Manufacturing waste is minimal because pipe unsuitable for sale is shredded and reprocessed. Other waste will continue to be contained and removed through existing lawful waste arrangements.

Performance outcome	Acceptable outcome	Response
	AO9.2 Potentially contaminating substances and activities are roofed or covered, paved and bunded.	Complies with AO9.2. Manufacturing occurs within enclosed buildings. Any potentially contaminating materials will continue to be stored in covered, impervious and appropriately contained areas to prevent interaction with stormwater.
	AO9.3 Concrete batching plant requirements.	Not applicable. The proposal is not for a concrete batching plant.
	AO9.4 Petroleum storage and dispensing requirements.	Not applicable. The proposal does not introduce petroleum storage or dispensing.
PO10 Fuel-dispensing areas include spill management and stormwater treatment.	AO10 No fuel dispensing is proposed, or applicable petroleum-management standards are met.	Complies with AO10. No fuel-dispensing area is proposed as part of the development.
PO11 Ground contamination is prevented.	AO11 No underground fuel storage is proposed, or petroleum facilities meet applicable standards.	Complies with AO11. The proposal does not introduce underground fuel storage or new petroleum-dispensing infrastructure.
PO12 Scale, design, access, unloading, storage, parking and servicing contribute positively to the area.	AO12.1 Maximum site cover is 75% in the Industry Zone.	Complies with AO12.1. The proposed built form remains well below the maximum 75% site-cover provision on the 20,238m2 site.
	AO12.2 Maximum building height is 15m.	Complies with AO12.2. The proposal does not materially increase the existing building height and remains below 15m.
	AO12.3 Buildings and structures are set back at least 6m from street frontages.	Complies with AO12.3. The proposed extension is internal to the established industrial site and does not reduce existing street setbacks below 6m.
	AO12.4 Main pedestrian entries are identifiable and offices or foyers address the street.	Complies with AO12.4. Existing pedestrian and office-entry arrangements remain unchanged and identifiable from the site frontage. The extension relates to the operational extrusion building rather than the public entry.
	AO12.5 Street numbers and building or tenancy names are identifiable from the street.	Complies with AO12.5. Existing site-identification and address signage will be retained and remain visible from the street.
PO13 Landscaping improves public views, street presentation and industrial built-form scale.	AO13.1 Landscaping covers at least 3% of the site and includes required frontage strips.	Complies with AO13.1. Existing landscaped area is approximately 1,668m2, equating to approximately 8.2% of the 20,238m2 site, and existing frontage landscaping will be retained.
	AO13.2 Frontage tree planting achieves 50% canopy spread within 5 years.	Complies with AO13.2. Existing frontage planting will be retained. Any replacement or supplementary planting will use suitable canopy species to support the required streetscape outcome.
	AO13.3 Car parks provide one shade tree per six spaces.	Complies with PO13. The proposal provides additional parking within an established industrial site. Existing and supplementary landscaping will continue to provide visual relief and shade, with final planting arrangements to be confirmed on the site plan.

Performance outcome	Acceptable outcome	Response
	AO13.4 Landscape areas include large trees and spreading groundcovers.	Complies with AO13.4. Existing landscape areas will be retained and any supplementary planting will include species suited to the available space and industrial setting.
	AO13.5 Required screening or buffers include appropriately scaled shrubs.	Not applicable. No new screening or buffer is required by the proposal. Existing boundary treatments and landscaping will remain.
PO14 An amenable work environment is provided.	AO14 A weather-protected and accessible staff recreation area is provided away from noisy or odorous activity.	Complies with AO14. The established premises includes existing staff facilities. The proposed changes do not remove or adversely affect the existing staff amenity arrangements.
PO15 The development incorporates crime-prevention principles.	AO15 Layout, lighting, sightlines, access control and wayfinding incorporate CPTED principles.	Complies with AO15. The established access points, fencing, site layout and separation of operational and publicly accessible areas provide clear access control. Existing sightlines and lighting will be maintained.
PO16 Opportunities for graffiti and vandalism are minimised.	AO16 Access control, canvas reduction and easy-maintenance techniques are incorporated.	Complies with AO16. The extension is within a secured industrial site. Building materials, fencing and restricted access limit opportunities for vandalism, and external finishes can be readily maintained.
PO17 Refuse, telecommunications and energy servicing are adequate.	AO17.1 Electricity and telecommunications are provided.	Complies with AO17.1. The established premises is connected to electricity and telecommunications. Existing services will be retained and upgraded if required.
	AO17.2 Refuse removal is not impeded and a dedicated collection system or area is provided.	Complies with AO17.2. Existing refuse arrangements will remain accessible. Waste generation is limited by the reuse of defective pipe through the manufacturing process.
PO18 Constructed road access, frontage treatment and crossings are provided to an urban standard.	AO18 Kerb, channel, roadway, walkway, drainage and service conduits are provided to applicable standards.	Complies with AO18. Ingram Road and Landseer Street are constructed urban roads. Existing kerb, channel, footpaths, drainage, utility infrastructure and four established crossovers will be retained.
PO19 Safe and adequate vehicle access and movement is provided.	AO19 Vehicles, including service and waste vehicles, enter and leave in forward gear.	Complies with AO19. Existing access and internal manoeuvring arrangements will be retained and continue to accommodate service vehicles, including 25m B-double vehicles. No changes to the four existing crossovers are proposed.
Section B - Residential interface provisions		
PO20 Buildings within 150m of a sensitive zone are compatible in appearance and scale and avoid reflective impacts.	AO20.1 Maximum building height is 9.5m within 20m of a sensitive zone.	Complies with AO20.1. The proposal does not materially increase building height. The extension remains consistent with the existing low-scale industrial built form and below the applicable height limit at the sensitive interface.
	AO20.2 Buildings use brick, painted concrete or masonry and avoid highly reflective materials.	Complies with PO20. The extension will use non-reflective industrial materials and finishes consistent with the existing building. It will not introduce highly reflective roofing or wall materials that would adversely affect adjoining premises.

Performance outcome	Acceptable outcome	Response
PO21 Sites opposite a sensitive zone present attractively through building layout and landscaping.	AO21 Visitor or staff parking may be forward of the building, while other activities and storage are located behind and screened.	Complies with PO21. The proposal retains the established site layout and frontage landscaping. The extension is associated with enclosed manufacturing activity, while outdoor storage and servicing remain within the industrial site.
PO22 Sites sharing a side or rear boundary with residentially zoned land provide screening and buffering.	AO22.1 Parking and outdoor storage are screened from residential zones and dwellings.	Not applicable. The site does not share a side or rear boundary with land in the Residential Zones Category.
	AO22.2 A rear industrial wall extends side-boundary to side-boundary where residential land adjoins the rear.	Not applicable. The site does not share a rear boundary with residentially zoned land.
	AO22.3 A 3m or 6m planted buffer is provided depending on building openings.	Not applicable. The site does not share a side or rear boundary with residentially zoned land.
	AO22.4 Buffer planting provides a complete 4m-high visual screen within 3 years.	Not applicable. The site does not share a side or rear boundary with residentially zoned land.
Other use-specific provisions		
PO23-PO28 Food and drink outlet, shop or indoor sport and recreation provisions.	AO23-AO28 Use-specific location, scale, separation, air-quality, noise and operating-hour requirements.	Not applicable. The proposal does not include a food and drink outlet, shop or indoor sport and recreation use.
PO29 Educational establishment provisions.	AO29 Trade or industry-related training without overnight accommodation.	Not applicable. The proposal does not include an educational establishment.

Industry zone code

The purpose of the industry zone is to provide for:	
1(a) A variety of industry activities.	Complies with 1(a). The proposal supports the continued operation and improvement of an established pipe manufacturing facility within the Industry Zone. The development retains the industrial use of the premises and provides for its ongoing operation.
1(b) Other uses and activities that: (i) support industry activities; and (ii) (ii) do not compromise the future use of premises for industry activities.	Complies with 1(b). The proposal does not introduce a non-industrial or incompatible use. The building extension and operational changes directly support the existing manufacturing activity and preserve the premises for ongoing industrial use.
Zone role overall outcomes are:	

3(a) Development supports the Strategic Framework policy direction, including Brisbane's industrial economy, population-serving economy, Major Industry Areas and Strategic Inner City Industrial Areas.	Complies with 3(a). The proposal supports Brisbane's industrial economy by enabling the continued operation and modernisation of an established manufacturer that supplies pipe products to the civil, construction, infrastructure, mining, irrigation and utilities sectors. The proposal reinforces the established industrial role of the premises.
Development location and uses overall outcomes are:	
4(a) Development facilitates and maintains the long-term viability of industrial uses by encouraging a broad range of industry compatible with adjacent residential areas.	Complies with 4(a). The proposal supports the long-term viability of an established pipe manufacturing operation. The accompanying air and noise assessment confirms that the proposed changes are not expected to result in unacceptable air quality or noise impacts at surrounding receivers.
4(b) Development provides for industrial uses appropriate to the zone precinct.	Complies with 4(b). The proposal relates to the continuation and improvement of an established industrial activity in the General Industry A Zone Precinct. No new or incompatible use is proposed.
4(c) Development avoids or minimises noise and air emissions to meet noise and air quality criteria at sensitive zones.	Complies with 4(c). The accompanying air and noise assessment predicts compliance with the applicable planning scheme criteria. Manufacturing activities will remain enclosed, existing dust filtration systems will be retained, and the number of extrusion lines will reduce from nine to seven.
4(d) Development for an industrial use meets separation requirements from sensitive uses to minimise environmental harm or nuisance.	Complies with 4(d). The proposal retains the established location and approved industrial use of the site. The supporting technical assessment confirms that the proposed changes can operate without unacceptable noise or air quality impacts at nearby sensitive receivers.
4(e) Development protects the viability of existing and future industry by excluding incompatible development.	Complies with 4(e). The proposal does not introduce an incompatible or sensitive use. It retains and strengthens the industrial function of the site and therefore protects its continued use for industry activities.
4(f) Development for a stand-alone office is not accommodated.	Not applicable. No stand-alone office is proposed. Any office component remains ancillary to the existing pipe manufacturing operation.
4(g) Ancillary development on the same site, such as an administrative area that directly supports the industrial use, may be accommodated.	Complies with 4(g). Any existing office or administrative areas remain ancillary to and directly support the established manufacturing activity on the same site.
4(h) Development for a food and drink outlet or shop is small-scale, supports industry or workers, does not create an unplanned centre and does not compromise the industrial function of the area.	Not applicable. The proposal does not include a food and drink outlet or shop.
4(i) Industrial development maintains safety, avoids significant adverse effects on the natural environment and minimises impacts on non-industrial land.	Complies with 4(i). The proposal is confined to the established industrial premises. The supporting air, noise and traffic assessments confirm that the development can proceed without unacceptable amenity, environmental or transport impacts. The extension also enables upgraded extrusion equipment to be housed and operated within the building.

4(j) Development in a flood-prone area is limited to uses compatible with minimising potential off-site impacts during and after a flood event.	Complies with 4(j). The proposal relates to an existing approved industrial use and does not introduce a more vulnerable or sensitive activity. Stormwater and overland flow will continue to be managed through lawful site drainage arrangements so that the changes do not materially worsen off-site impacts.
Development form overall outcomes are:	
5(a) Development is of a built form, mass and setback that contribute to a high standard of amenity.	Complies with 5(a). The works are limited to extensions and modifications to the existing extrusion building, including enclosure of currently open areas and relocation of a roller door. No additional stand-alone building or increase in building height is proposed. The built form remains consistent with the established industrial character of the site.
5(b) Development responds to land constraints, mitigates adverse impacts on environmental values and addresses site characteristics identified by overlays or other applicable codes.	Complies with 5(b). The proposal has been designed with regard to the site's industrial context, adjoining railway corridor, aviation interests and applicable overlay provisions. Supporting air, noise and traffic assessments demonstrate that the proposed changes can be appropriately accommodated.
General Industry A Zone Precinct Overall Outcomes	
6(a) Development provides for low impact industry, service industry and warehouse uses throughout the General Industry A Zone Precinct.	Complies with 6(a). While the existing use is a High Impact Industry, the proposal does not introduce a new industrial use. It seeks changes to an established and lawfully operating pipe manufacturing facility that has formed part of the site's historical industrial use and approval framework.
6(b) Development includes a broad range of industry compatible with adjacent residential areas.	Complies with 6(b). The proposal supports the continued operation of an established manufacturing use. The accompanying air and noise assessment confirms that the proposed changes are not expected to result in unacceptable impacts on nearby sensitive receivers, including residential land north of Landseer Street.
6(c) Medium impact industry is appropriately separated from sensitive uses and avoids or minimises noise and air emissions.	Not applicable. The proposal is for changes to an existing High Impact Industry and does not involve a Medium Impact Industry use. Notwithstanding, the supporting air and noise assessment confirms acceptable noise and air quality outcomes at sensitive receivers.
6(d) An educational establishment for trade or industry-related training may be accommodated where no overnight accommodation is involved.	Not applicable. The proposal does not include an educational establishment or overnight accommodation.
7–8. Other Zone Precincts	
7. General Industry B Zone Precinct overall outcomes.	Not applicable. The subject site is located in the General Industry A Zone Precinct, not the General Industry B Zone Precinct.
8. General Industry C Zone Precinct overall outcomes.	Not applicable. The subject site is located in the General Industry A Zone Precinct, not the General Industry C Zone Precinct.

Filling and excavation code

The purpose of the Filling and excavation code is to:	
Purpose: Assess the suitability of development for filling or excavation.	Complies with the purpose. Any filling or excavation associated with the proposed building works will be minor and ancillary to the extension of the existing extrusion building. The works can be undertaken without unacceptable amenity, drainage, environmental or infrastructure impacts.
The purpose of the code will be achieved through the following overall outcomes:	
2(a) Filling or excavation does not adversely affect the visual character and amenity of the site or surrounding area and provides access for maintenance to any resulting structure.	Complies with overall outcome 2(a). The site is generally flat, with levels varying between approximately RL50m AHD and RL55m AHD. No substantial filling, excavation or visually prominent retaining structures are proposed. Any minor earthworks will be integrated with the established industrial development and will retain access for maintenance.
2(b) Filling or excavation does not adversely impact significant vegetation, water quality or drainage of upstream, downstream and adjoining land.	Complies with overall outcome 2(b). The site does not contain significant vegetation, mapped waterways or waterbodies. Any minor earthworks will be managed so that existing drainage conditions are maintained and sediment-laden runoff does not affect adjoining land or receiving waters.
2(c) Filling or excavation effectively manages the impacts associated with the activity.	Complies with overall outcome 2(c). Construction impacts associated with any minor filling or excavation will be managed through standard erosion, sediment, dust, noise and construction-management measures.
2(d) Filling or excavation and any retaining structure is designed and constructed to be fit for purpose and to protect services and utilities.	Complies with overall outcome 2(d). Any filling, excavation, retaining structures or associated drainage works will be designed and constructed to be fit for purpose and to protect existing services and utilities.

Performance outcomes	Acceptable outcomes	Comments
PO1 Development for filling or excavation minimises visual impacts from retaining walls and earthworks.	AO1 The total height of any cut and fill, whether retained or not, does not exceed: (a) 2.5m in an Industry zone; or (b) 1m in all other zones, or if adjoining a sensitive zone.	Complies with AO1. No substantial cut or fill is proposed.

Performance outcomes	Acceptable outcomes	Comments
PO2 A retaining wall proposed as a result of filling or excavation is fit for purpose, does not adversely impact significant vegetation and is capable of easy maintenance.	AO2.1 A retaining structure, including footings and drainage, is wholly within the site. If retaining more than 1m: the boundary wall is no greater than 1m above ground; further terracing is 1:1; and successive walls are separated by at least 1m horizontally for planting.	Complies with AO2.1. Any retaining structure, footings and associated drainage will be wholly contained within the subject site.
	AO2.2 A retaining wall over 1m protects significant vegetation, is designed and constructed to the Infrastructure design planning scheme policy and is certified by an RPEQ.	Not applicable. No retaining wall exceeding 1m in height is proposed. If detailed design introduces a wall above this height, it will be designed and certified by an RPEQ in accordance with the Infrastructure Design Planning Scheme Policy.
	AO2.3 A retaining wall presenting to adjoining land has a maintenance-free finish where set back less than 750mm from the boundary.	Not applicable. No retaining wall presenting to adjoining land within 750mm of a boundary is proposed.
	AO2.4 Filling uses clean fill free from construction rubble, debris, weed seed and viable parts of undesirable plant species.	Complies with AO2.4. Any imported fill required for construction will comprise clean fill free from rubble, debris, weed seed and viable parts of undesirable plant species.
PO3 A rock anchor is designed and constructed to be fit for purpose.	AO3 A rock anchor is constructed to the Infrastructure design planning scheme policy and, where extending beyond the boundary, is supported by adjoining owner consent.	Not applicable. No rock anchors are proposed.

Performance outcomes	Acceptable outcomes	Comments
PO4 Development protects all services and public utilities.	AO4 Services and public utilities are protected, and any alteration or relocation meets the responsible authority's standard design specifications.	Complies with AO4. Existing services and public utilities will be protected during construction. Any required alteration or relocation will be undertaken in accordance with the requirements of the relevant service authority.
PO5 Surface and sub-surface drainage prevents seepage, concentrated runoff or ponding on adjacent land.	AO5 All flows and subsoil drainage are directed to a lawful point of discharge, including diversion drains at the top or toe of retaining walls, in accordance with the Infrastructure design planning scheme policy.	Complies with AO5. Surface water and subsoil drainage associated with the works will be directed to the existing lawful point of discharge and will not cause seepage, concentrated runoff or ponding on adjoining land.
PO6 Open drainage works use natural channel design principles.	AO6 Filling or excavation does not involve construction of open drainage.	Complies with AO6. The proposed development does not involve construction of open drainage works.
PO7 Filling or excavation does not degrade water quality or receiving-water environmental values and uses best-practice sediment and erosion controls.	AO7.1 Water-quality treatment complies with the stormwater drainage section of the Infrastructure design planning scheme policy.	Complies with AO7.1. Any runoff generated from areas disturbed during construction will be appropriately managed before discharge through the lawful site drainage system.
	AO7.2 Erosion and sediment controls comply with the stormwater drainage section of the Infrastructure design planning scheme policy.	Complies with AO7.2. Erosion and sediment controls will be implemented during construction in accordance with the stormwater drainage requirements of the Infrastructure Design Planning Scheme Policy.
PO8 Noise and dust impacts at sensitive uses are prevented or minimised.	AO8.1 No dust emissions extend beyond the site boundary, including dust from construction vehicles entering and leaving.	Complies with AO8.1. Construction activities will be managed to prevent dust emissions extending beyond the site boundary, including dust associated with construction vehicles entering and leaving the site.

Performance outcomes	Acceptable outcomes	Comments
	AO8.2 Filling or excavation occurs only between 6:30am and 6:30pm Monday to Saturday, excluding public holidays.	Complies with AO8.2. Filling and excavation activities will be limited to 6:30am to 6:30pm Monday to Saturday, excluding public holidays.
PO9 Vibration generated by filling or excavation does not exceed the criteria in Tables 9.4.3.3.B–E.	AO9 Filling or excavation does not cause groundborne vibration beyond the site boundary.	Complies with AO9. The proposal does not involve blasting or substantial excavation. Construction methods will be managed so that ground-borne vibration does not extend beyond the site boundary.
PO10 Heavy trucks hauling material do not adversely affect established-area amenity or create environmental nuisance on adjacent land.	AO10 Heavy-truck hauling occurs for no more than 3 weeks, uses a major road, and uses a minor road only for the shortest and least-impact route where no major-road alternative exists.	Complies with AO10. Any haulage associated with the minor earthworks will be temporary and limited in duration. Construction vehicles will use the most direct suitable route to the site and will be managed to minimise amenity impacts.
PO11 The environment and community health and wellbeing are protected from contaminated land and material.	AO11 Development does not involve excavation on land associated with a notifiable activity or listed on the EMR/CLR, or filling with contaminated material.	Complies with AO11. The site is not identified on the Environmental Management Register or Contaminated Land Register, and imported fill will not contain contaminants.
PO12 Development provides water-conserving landscaping, WSUD, drainage and stormwater measures, maximised stormwater harvesting and irrigation to artificial growing environments.	AO12.1 Drainage for artificial growing environments is connected to the stormwater drain.	Not applicable. The proposal does not involve artificial growing environments.
	AO12.2 Maximum site stormwater-harvesting capacity is used for irrigation before alternative sources, in accordance with the Landscape design planning scheme policy.	Not applicable. The proposal does not involve artificial growing environments or new irrigation demand requiring stormwater harvesting.

Performance outcomes	Acceptable outcomes	Comments
	AO12.3 Pavement, turf, landscaping and mulched garden beds are drained.	Complies with AO12.3. Pavement and landscaped areas affected by the works will be appropriately drained through the existing or proposed lawful site drainage arrangements.
	AO12.4 A reticulated irrigation system is provided to all landscaping areas in accordance with the Landscape design planning scheme policy.	Not applicable. The proposal does not include new landscaping areas requiring a reticulated irrigation system.
PO13 Cutting and filling for canals or artificial waterways avoids adverse impacts on coastal resources and processes.	AO13 Development does not involve creation of canals or artificial waterways.	Complies with AO13. The development does not involve the creation of canals or artificial waterways.

Infrastructure design code

Purpose / Overall outcome	Response
Purpose: assess the suitability of infrastructure for development.	Complies with the purpose. The proposal relates to extensions and operational improvements to an existing, fully serviced industrial premises. Existing transport access and utility connections will be retained, with any necessary infrastructure works designed to applicable Council and service-provider standards.
2(a) Safe, connected and efficient transport network for all modes with minimal whole-of-life cost.	Complies with 2(a). Existing access arrangements to Ingram Road and Landseer Street will be retained. The traffic engineering assessment confirms that the proposal can be accommodated by the surrounding road network, with traffic generation estimated at approximately 8 vehicle trips per hour during peak periods.
2(b) Public utilities and services meet Council standards and the reasonable expectations of service providers.	Complies with 2(b). The premises is connected to reticulated water, sewer, electricity and telecommunications. Existing services will be retained and any alterations required by the building works will meet the relevant service-provider requirements.
2(c) Infrastructure intended to become a Council asset is safe, attractive, functional, durable and fit for purpose.	Not applicable. The proposal does not include infrastructure intended to become a Council asset.
2(d) Public space is safe and inviting and allows high levels of pedestrian activity.	Complies with 2(d). The proposal does not alter existing public spaces or pedestrian facilities along the site frontages. Existing footpaths and verges will remain available and unobstructed.
2(e) Construction and demolition do not unreasonably disrupt or impact the community or environment.	Complies with 2(e). Construction impacts will be managed through standard controls for access, traffic, dust, noise, erosion, sediment and working hours.

Purpose / Overall outcome	Response
2(f) Infrastructure integrates with related and interfacing infrastructure components.	Complies with 2(f). Any civil, drainage and servicing works associated with the proposal will integrate with the existing site infrastructure and lawful points of connection.
2(g) Common private title development has fire hydrant infrastructure and access for refuse and emergency vehicles.	Not applicable. The proposal does not involve premises accessed by common private title.
2(h) Major electricity and bulk water supply infrastructure identified by State mapping is not compromised.	Not applicable. The proposal does not affect identified major electricity infrastructure or bulk water supply infrastructure.
2(i) Major electricity and bulk water supply infrastructure avoids or minimises impacts on surrounding land uses.	Not applicable. The proposal is not for major electricity infrastructure or bulk water supply infrastructure.

Performance outcomes	Acceptable outcomes	Comments
PO1 Development provides roads, pavement, edging and landscaping which: d. are designed and constructed in accordance with the road hierarchy; e. provide for safe travel for pedestrians, cyclists and vehicles; f. provide access to properties for all modes; g. provide utilities; h. provide high levels of aesthetics and amenity, improved liveability and future growth; i. provide for the amelioration of noise and other pollution; j. provide a high-quality streetscape;	AO1 Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Complies with AO1. No new road or alteration to road pavement, edging or landscaping is proposed. The development retains the existing constructed road frontages and approved access arrangements.

k. provide a low-maintenance asset with a minimal whole-of-life cost. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.		
PO2 Development provides road pavement surfaces which: f. are well designed and constructed; g. durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles; h. ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of stormwater run-off and the preservation of all-weather access; i. allows for reasonable travel comfort.	AO2 Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Not applicable. No new road pavement surface or alteration to the public road is proposed.
PO3 Development provides a pavement edge which is designed and constructed to: f. control vehicle movements by delineating the carriageway for all users; g. provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids.	AO3 Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Not applicable. The proposal does not involve new or altered public-road pavement edges.
PO4 Development provides verges which are designed and constructed to: e. provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; f. provide a sufficient area for public utility services; g. be maintainable by the Council.	AO4 Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	Complies with AO4. Existing verges and footpaths along Ingram Road and Landseer Street will be retained. The proposal does not reduce verge width or compromise pedestrian access, utilities or maintenance.

PO5 Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which: d. allows equitable access for all modes; e. is safe and secure; f. has 24-hour access; g. is a low-speed shared zone environment; h. has a high-quality streetscape.	AO5 Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which is embellished in compliance with the streetscape locality advice standards in the Infrastructure design planning scheme policy.	Not applicable. The proposal does not involve a mapped lane or laneway.
PO6 Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard: d. an effective, high-quality paved roadway; e. an effective, high-quality roadway kerb and channel; f. safe, high-quality vehicle crossings over channels and verges; g. safe, accessible, high-quality verges compatible and integrated with the surrounding environment; h. safe vehicle access to the site that enables ingress and egress in a forward gear; i. provision of and required alterations to public utilities; j. effective drainage; k. appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals.	AO6 Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design standards in the Infrastructure design planning scheme policy: b. concrete kerb and channel; c. forming and grading to verges; d. crossings over channels and verges; e. a constructed bikeway; f. a constructed verge or reconstruction of any damaged verge; g. construction of the carriageway; h. payment of costs for required alterations to public utility mains, services or installations; i. construction of and required alterations to public utility mains, services or installations; j. drainage works; k. installation of electrical conduits.	Complies with AO6. The site fronts constructed roads with existing kerb and channel, verges, footpaths, vehicle crossings, drainage and utility infrastructure. The proposal does not alter the frontages or require additional frontage works.
PO7 Development provides both cycle and walking routes which:	AO7 Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-	Not applicable. The proposal does not provide or alter a mapped cycle or walking route. Existing pedestrian facilities adjoining the site will remain unaffected.

a. are located, designed and constructed to their network classification (where applicable); b. provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes; c. provide safe and comfortable access to properties for pedestrians and cyclists; d. incorporate water sensitive urban design into stormwater drainage; e. provide for utilities; f. provide for a high level of aesthetics and amenity, improved liveability and future growth; g. are a low-maintenance asset with a minimal whole-of-life cost; h. minimise the clearing of significant native vegetation. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	road pathway design standards in the Infrastructure design planning scheme policy.	
PO8 Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.	AO8.1 Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy. AO8.2 Development ensures that refuse and recycling collection and storage location and design do not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development. Note—Refer to the Refuse planning scheme policy for further guidance.	Complies with AO8.1. Existing refuse arrangements will continue to service the development. Manufacturing waste is minimal because pipe unsuitable for sale is shredded and reprocessed through the manufacturing system. Complies with AO8.2. Refuse will continue to be contained and managed within the industrial site. The largely closed-loop manufacturing process minimises waste requiring off-site disposal and avoids unacceptable odour, noise or visual impacts.
PO9	AO9.1	Complies with AO9.1.

Development ensures that: a. land used for an urban purpose is serviced adequately with regard to water supply and waste disposal; b. the water supply meets the stated standard of service for the intended use and fire-fighting purposes.	Development ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced. AO9.2 Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor—retailer.	The existing premises is connected to reticulated water and sewerage, and these services are already available to the established use. Complies with AO9.2. Existing reticulated water and sewerage connections will be retained. Any required modification will be undertaken to the distributor-retailer's requirements.
PO10 Development provides public utilities and street lighting which are the best current or alternative technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts.	AO10.1 Development provides public utilities and street lighting which are located and aligned to: a. avoid significant native vegetation and areas identified within the Biodiversity areas overlay map; b. minimise earthworks; c. avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, tunnel-boring techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work. Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy. AO10.2 Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services. AO10.3 Development provides public utilities and street lighting which are designed and constructed in compliance with the public utilities standards in the Infrastructure design planning scheme policy.	Complies with AO10.1. Existing utility and street-lighting arrangements will be retained. Any minor servicing changes will occur within the established industrial site and will avoid unnecessary earthworks and environmental disturbance. Complies with AO10.2. Where new underground services are required, compatible services will be co-located where practicable and subject to service-provider requirements. Complies with AO10.3. Any required utility alterations will be designed and constructed in accordance with the Infrastructure Design Planning Scheme Policy and relevant service-provider requirements.
PO11	AO11	Complies with AO11.

Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply.	Development provides land with the following services to the standards of the approved supplier: a. electricity; b. telecommunications services; c. gas service where practicable.	The established premises is connected to electricity and telecommunications. Existing services will be retained and upgraded if required to support the proposal.
PO12 Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city.	AO12 Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if: a. the additional expense is unlikely to be prohibitive; or b. further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or c. there is a clear gap in the telecommunications network; or d. there is a clear gap in the bandwidth available to the area. Editor's note—An accurate, digital 'as built' three-dimensional location plan is to be supplied for all infrastructure provided in a road.	Not applicable. The proposal is not a major Council or government works project.
PO13 Development provides public art identified in a neighbourhood plan or park concept plan which: a. is provided commensurate with the status and scale of the proposed development; b. is sited and designed: i. as an integrated part of the project design; ii. as conceptually relevant to the context of the location; iii. to reflect and respond to the cultural values of the community; iv. to promote local character in a planned and informed manner.	AO13 Development provides public art identified in a neighbourhood plan or park concept plan which is sited and designed in compliance with the public art standards in the Infrastructure design planning scheme policy.	Not applicable. No public art requirement is identified for the proposal.

PO14 Development provides signage of buildings and spaces which promote legibility to help users find their way.	AO14 Development provides public signage: a. at public transport interchanges and stops, key destinations, public spaces, pedestrian linkages and at entries to centre developments; b. which details the location of the key destinations, public spaces and pedestrian linkages in the vicinity, the services available within the development and where they are located. Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law).	Not applicable. The proposal does not involve a public transport interchange, public space, pedestrian linkage or centre development requiring public wayfinding signage.
PO15 Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose.	AO15 Development that provides community facilities which form part of the development is designed in compliance with the community facilities standards in the Infrastructure design planning scheme policy.	Not applicable. The proposal does not provide a community facility.
PO16 Development provides public toilets which: a. are required as part of a community facility or park; b. are located, designed and constructed to be: i. safe; ii. durable; iii. resistant to vandalism; iv. able to service expected demand; v. fit for purpose.	AO16 Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy.	Not applicable. The proposal does not provide public toilets associated with a community facility or park.
PO17 Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology to provide for:	AO17 Development that provides bridges, tunnels, elevated structures and water access structures is designed and constructed in compliance with the	Not applicable. No bridge, tunnel, elevated structure or water-access structure is proposed.

a. safe movement of intended users; b. an attractive appearance appropriate to the general surroundings and any adjacent structures; c. functionality and easy maintenance; d. minimal whole-of-life cost; e. longevity; f. current and future services. Note—All bridges and elevated and associated elements must be designed and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	standards in the Infrastructure design planning scheme policy.	
PO18 Development provides culverts which are designed and constructed using proven methods, materials and technology to provide for: a. safety; b. an attractive appearance appropriate to the general surroundings; c. functionality and easy maintenance; d. minimal whole-of-life cost; e. longevity; f. future widening; g. current and future services; h. minimal adverse impacts, such as increase in water levels or flow velocities, and significant change of flood patterns. Note—All culverts and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.	AO18 Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	Not applicable. No bridge, tunnel, elevated structure or water-access structure is proposed.
PO19 Development provides batters, retaining walls, and seawalls and river walls which are designed and	AO19 Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures	Not applicable. No bridge, tunnel, elevated structure or water-access structure is proposed.

constructed using proven methods, materials and technology to provide for: a. safety; b. an attractive appearance appropriate to the surrounding area; c. easy maintenance; d. minimal whole-of-life cost; e. longevity; f. minimal water seepage. Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.	standards in the Infrastructure design planning scheme policy.	
If for development with a gross floor area greater than 1,000m²		
PO20 Development ensures that construction is managed so that use of public spaces and movement on pedestrian, cyclist and other traffic routes is not unreasonably disrupted and existing landscaping is adequately protected from short- and long-term impacts. Note—The preparation of a construction management plan can assist in demonstrating achievement of this performance outcome. Note—The Transport, access, parking and servicing planning scheme policy provides advice on the management of vehicle parking and deliveries during construction.	AO20 Development ensures that during construction: a. the ongoing use of adjoining and surrounding parks and public spaces, such as malls and outdoor dining, is not compromised; b. adjoining and surrounding landscaping is protected from damage; c. safe, legible, efficient and sufficient pedestrian, cyclist and vehicular accessibility and connectivity to the wider network are maintained.	Complies with AO20. Construction activity will be contained within the site and managed so existing footpaths, road access and surrounding landscaping remain safe and functional. Temporary vehicle and delivery movements will be managed to avoid unreasonable disruption.
PO21 Development ensures that construction and demolition activities are guided by measures that prevent or minimise adverse impacts including sleep disturbance at a sensitive use, due to noise	AO21.1 Development ensures that demolition and construction: a. only occur between 6:30am and 6:30pm Monday to Saturday, excluding public holidays;	Complies with AO21.1. Construction will be undertaken during the prescribed hours. The construction program will be managed to minimise the duration of disturbance.

and dust, including dust from construction vehicles entering and leaving the site. Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.	b. do not occur over periods greater than 6 months. AO21.2 Development including construction and demolition does not release dust emissions beyond the boundary of the site. AO21.3 Development construction and demolition does not involve asbestos-containing materials.	Complies with AO21.2. Construction dust will be controlled so emissions do not extend beyond the site boundary, including dust associated with vehicle movements.
PO22 Development ensures that: a. construction and demolition do not result in damage to surrounding property as a result of vibration; b. vibration levels achieve the vibration criteria in Table 9.4.4.3.B, Table 9.4.4.3.C, Table 9.4.4.3.D and Table 9.4.4.3.E. Note—A vibration impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO22 Development ensures that the nature and scale of construction and demolition do not generate noticeable levels of vibration.	Complies with AO21.3. The proposed works do not rely on the disturbance of asbestos-containing material. If unexpected material is identified, it will be managed in accordance with applicable legislative requirements.
If for a material change of use or reconfiguring a lot in an urban area (as defined in the Regulation) involving premises that is, or will be, accessed by common private title, where involving buildings, either attached or detached, that are not covered by other legislation mandating fire hydrants		
PO23 Development ensures that fire hydrants are: a. installed and located to enable fire services to access water safely, effectively and efficiently; b. suitably identified so that fire services can locate them at all hours.	AO23.1 Above or below ground fire hydrants are provided on residential, commercial and industrial streets and private roads, at not more than 90m intervals, and at each street intersection. Note—On residential streets, above ground fire hydrants may be single outlet. On commercial and	Not applicable. The proposal does not involve premises accessed by common private title.

	industrial streets above ground fire hydrants should have dual valved outlets. AO23.2 Fire hydrants are identified by: a. raised reflectorised pavement markers (RRPM) on sealed roads; b. marker posts at the fence line where on an unsealed road, as road (HR) or path (HP) hydrants.	Not applicable. The proposal does not involve premises accessed by common private title.
PO24 Development ensures road widths and construction within the development, are adequate for refuse vehicles and for fire emergency vehicles to gain access to a safe working area close to buildings and near water supplies whether or not on-street parking spaces are occupied.	AO24 Internal private roads have a minimum roadway clearance between obstructions of 3.5m wide and 4.8m high in addition to any width required for on-street parking.	Not applicable to the trigger. Notwithstanding, the existing industrial site provides internal access and manoeuvring for refuse, emergency and service vehicles, including 25m B-double vehicles.
Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where not in the Utility services zone precinct of the Special purpose zone		
PO25 Development avoids or otherwise minimises adverse impacts on surrounding land uses through the use of buffers and setbacks and the appropriate design and location of plant and operational areas within the site.	AO25 No acceptable outcome is prescribed.	Not applicable. The proposal is not for major electricity infrastructure or bulk water supply infrastructure.
Development potentially impacting on major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where the infrastructure is not in the Utility services zone precinct of the Special purpose zone		
PO26 Development is sited and designed to: a. avoid safety risks to people or property; b. minimise noise and visual impacts to people and property; c. ensure the physical integrity and operation, maintenance and expansion of the infrastructure is not compromised.	AO26 No acceptable outcome is prescribed.	Not applicable. The proposal does not affect identified major electricity infrastructure or bulk water supply infrastructure.

Landscape work code

Purpose / Overall outcome	Response
Purpose: assess the suitability of the landscape work aspect of development.	Complies with the purpose. The proposal relates to modifications and an extension to an established industrial facility. Existing landscaping will generally be retained, and the proposal does not rely on rooftop, podium or other artificial growing environments.
2(a) Landscape work retains, protects and integrates significant on-site vegetation.	Complies with 2(a). The site does not contain significant vegetation and the proposed works are concentrated within the established industrial footprint. Existing landscaping outside the works area will be retained where practicable.
2(b) Acoustic barriers and landscaping create effective buffers to adjacent sites.	Complies with 2(b). No new acoustic barrier or long frontage fence is proposed. Existing boundary treatments and landscaping will remain, while the supporting air and noise assessment confirms that the proposal can operate without unacceptable amenity impacts.
2(c) Landscape work is sustainable, effective, functional and safe.	Complies with 2(c). Existing landscaping will continue to be maintained as part of the established industrial premises. Any replacement or supplementary planting will be selected and installed to suit the industrial setting and enable practical maintenance.
2(d) Planting species are appropriate to the environment, climate, setting and intended scale.	Complies with 2(d). Any replacement or supplementary species will be appropriate to the local climate, industrial setting and available planting areas, and will be selected to support long-term performance.
2(e) Artificial growing environments achieve and sustain intended functional and aesthetic outcomes.	Not applicable. The proposal does not include podium planting, green walls, green roofs, rooftop gardens or other artificial growing environments.

Performance outcomes	Acceptable outcomes	Response
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PO1 Development ensures that trees are protected from development impacts.	AO1.1 Development ensures that trees identified in a landscape concept plan or development approval are retained and protected in accordance with AS 4970-2009 Protection of trees on development sites. AO1.2 Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: l. vegetation damaged as a result of the development; m. vegetation requiring pruning of branches and/or roots.	Complies with AO1.1. The proposed works do not require removal of trees identified for retention under an approval or landscape concept plan. Existing trees outside the works area will be retained and protected during construction. Complies with AO1.2. If pruning is required to facilitate construction or address accidental damage, it will be undertaken in accordance with AS 4373-2007.
PO2 Development provides acoustic barriers and long fences along street frontages which: j. are enhanced by appropriate planting; k. are of high visual quality; l. are designed for longevity; m. provide maintenance access and promote pedestrian permeability in appropriate circumstances.	AO2.1 Development ensures that an acoustic barrier or fence which is required by a use code to be provided along a fence or within the site: h. is designed in compliance with the standards in the Infrastructure design planning scheme policy; i. incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long; j. incorporates a gate for maintenance access to the street frontage side of the	Not applicable. No new acoustic barrier or long fence along a street frontage is proposed.

	barrier or fence if a gate can open on to a publicly accessible area within the site; k. incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas. AO2.2 Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates: h. species in accordance with the Planting species planning scheme policy; i. a minimum of 2 tier planting.	Not applicable. The proposal does not require a new planting buffer associated with an acoustic barrier or fence.
PO3 Development provides species as a screen or buffer which maintain the amenity of adjoining premises.	AO3 Development ensures that a landscape buffer required by a use code incorporates: i. species in accordance with the Planting species planning scheme policy; j. a minimum of 2 tier planting.	Not applicable. No new landscape buffer is required by a use code. Existing boundary landscaping will remain.
PO4 Development provides growing media and volumes appropriate for landscape work to ensure the long-term performance, ease of maintenance and sustainability of plantings.	AO4.1 Development provides growing media and volumes for landscape work in accordance with the Landscape design planning scheme policy. Note—Notations of proposed growing media and soil volume calculations for the documented mature vegetation size and scale may assist in demonstrating compliance with the acceptable outcome.	Not applicable. The proposal does not introduce new substantive landscape work or artificial growing environments requiring detailed growing-media calculations.
	AO4.2 Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.	Complies with AO4.2. Any replacement or supplementary planting will comprise species suited to the local climate, industrial setting, available space and maintenance requirements.
	AO4.3 Development provides podium planting in compliance with the Infrastructure design planning scheme policy.	Not applicable. No podium planting is proposed.

PO5 Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.	A05.1 Development incorporates a plant selection along a pathway which ensures: l. a clear trunk height of minimum 1.8m at maturity; m. a shrub height of maximum 1m at maturity. Refer to the Crime prevention through environmental design planning scheme policy. A05.2 Landscaping and mounding do not interfere with visibility along a pathway. Refer to the Crime prevention through environmental design planning scheme policy.	Complies with A05.1. Existing and any supplementary landscaping adjoining pedestrian or vehicle movement areas will maintain clear sightlines and will not obscure site entrances or exits. Complies with A05.2. No landscaping or mounding is proposed that would interfere with visibility along a pathway or at access points.
PO6 Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.	A06 Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area. Note—Cues could include changes in levels, surface or landscape treatment or fencing.	Complies with A06. The established layout, fencing, access points, hardstand and landscaped areas clearly distinguish the public road frontage from private operational areas.
PO7 Development provides a plant selection which achieves the functional and aesthetic outcomes to balance the form and scale of the development including: a. screening and buffering; b. street presentation; c. shading; d. amenity.	A07 Development provides species in accordance with the Planting species planning scheme policy.	Complies with A07. Any replacement or supplementary planting will use species appropriate to the industrial setting and selected in accordance with the Planting Species Planning Scheme Policy.
PO8 Development provides planting densities and stock sizes which are optimised to: a. reduce maintenance and erosion; b. achieve amenity and ecological outcomes;	A08.1 Development provides planting densities and stock sizes when planting in natural ground which achieves: a. full coverage of the mulched planting areas within 2 years;	Complies with A08.1. Where replacement or supplementary planting is required in natural ground, planting densities and stock sizes will be selected to achieve timely coverage. No green facade is proposed.

c. provide the level of coverage for any green facades, green walls or green roofs to achieve the functional and aesthetic outcomes of the landscape work for the life of the development. Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.	b. 95% coverage of the extent of the elevation within 2 years where for green facades. AO8.2 Development achieves the minimum planting coverage for any artificial growing environment as specified in the Landscape design planning scheme policy.	Not applicable. No artificial growing environment is proposed.
PO9 Development provides planting areas in open-air car parking areas which are designed and constructed to ensure that landscaping and shade trees thrive and achieve a minimum 50% shade cover within 5 years of planting.	AO9.1 Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy. AO9.2 Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	Complies with AO9.1. Any planting associated with the additional parking area will use species appropriate to the car-park environment and selected in accordance with the Planting Species Planning Scheme Policy. Complies with AO9.2. Planting areas adjoining car-parking spaces will be protected from vehicle encroachment by appropriate wheel stops, kerbing or bollards.
PO10 Development for a shade structure does not compromise landscape outcomes.	AO10 Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.	Not applicable. No car-park shade structure is proposed.
PO11 Development involving the construction of retaining walls provides for: a. safety; b. an attractive appearance appropriate to the surrounding area; c. easy maintenance; d. longevity; e. minimal water seepage impacts.	AO11 Development of a retaining wall: 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; b. incorporates planting areas.	Not applicable. No substantial retaining wall is proposed. Any retaining structure identified through detailed design will comply with applicable standards and be certified where required.

PO12 Development provides for: a. water sensitive urban design measures which are employed within the landscape design to maximise stormwater use; b. drainage and stormwater management measures to reduce any adverse impacts on the landscape; c. stormwater harvesting to be maximised and any adverse impacts of stormwater minimised; d. reticulated irrigation to all artificial growing environments. Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.	AO12.1 Development provides drainage for artificial growing environments which is connected to the stormwater drain.	Not applicable. No artificial growing environment is proposed.
	AO12.2 Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternate irrigation sources are utilised, and is in accordance with the standards in the Landscape design planning scheme policy.	Not applicable. The proposal does not introduce substantive new landscaping or an artificial growing environment requiring a new irrigation demand.
	AO12.3 Development provides areas of pavement, turf, landscaping and mulched garden beds which are adequately drained. Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.	Complies with AO12.3. Existing and proposed pavement and landscaped areas will be drained through lawful site drainage arrangements so ponding and adverse impacts are avoided.
	AO12.4 Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.	Not applicable. No new substantive landscaping area requiring a reticulated irrigation system is proposed.
PO13 Development provides landscaping and supporting growing environments which: a. are safe; b. ensure efficient and effective maintenance; c. ensures success and long-term performance. Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.	AO13.1 Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.	Complies with AO13.1. Existing turf and landscaped areas will remain accessible for routine maintenance and are not enclosed by the proposed works.
	AO13.2 Development ensures that where landscape work on structures are serviced from tank water, the control devices are located in a common area.	Not applicable. No landscape work on structures serviced by tank water is proposed.
	AO13.3	Not applicable. The proposal does not include a private landscape or recreation area.

	Development provides one hose cock within each private landscape and recreation area.	Complies with AO13.4. Landscaping will not obstruct or alter an overland-flow path. Existing drainage paths will be maintained.
	AO13.4 Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.	Not applicable. No artificial growing environment is proposed.
	AO13.5 Development ensures that all artificial growing environments are accessible for safe and practical maintenance from within the site.	Not applicable. No artificial growing environment is proposed.
	AO13.6 Development ensures that all artificial growing environments are designed to be durable and to prevent material movement from structures.	Not applicable. No artificial growing environment is proposed.
	AO13.7 Development ensures that artificial growing environments are designed to allow for flush out.	
	AO13.8 Irrigation systems are designed to prevent overspray outside of planting areas.	Not applicable. No new irrigation system is proposed.
PO14 Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.	AO14 Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.	Complies with AO14. Any replacement or supplementary planting will be located and selected to avoid interference with overhead and underground services and to retain maintenance access.
PO15 Development ensures that landscaping in artificial growing environments is appropriately designed, located and supported to ensure long-term performance, safety and function. Note—Guidance is provided in the Landscape design planning scheme policy.	AO15.1 Artificial growing environments are designed in accordance with the Landscape design planning scheme policy and are considered in the structural design of the development. AO15.2	Not applicable. No artificial growing environment is proposed.

	Artificial growing environments include appropriate drainage and waterproofing in accordance with the Landscape design planning scheme policy.	
PO16 Development incorporating a rooftop garden provides landscaping that: a. is integrated into the rooftop garden design; b. ensures that landscaped open spaces dominate the built form elements; c. contributes to shade of communal open space; d. enhances the visual amenity and function of different rooftop garden spaces; e. contributes to greening the building appearance when viewed from external public vantage points. Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.	AO16.1 Development incorporating a rooftop garden provides landscaping that includes: a. planting at the perimeter of the rooftop for a minimum extent of 50% of the rooftop perimeter facing at least two different elevations of the building; b. a diverse mix of suitable planting species including ground covers, shrubs and trees at different heights in accordance with the Planting species planning scheme policy; c. suitable medium shrubs and small trees in accordance with the Planting species planning scheme policy providing a minimum 25% shade cover of rooftop communal open space within 5 years. AO16.2 Development for a rooftop garden where Section 1.7.7(3) applies, or where exceeding maximum building height, provides soft landscaping features that are: a. a minimum 75% open to the sky; b. provided in addition to any artificial soft landscape features.	Not applicable. No artificial growing environment is proposed.
		Not applicable. No rooftop garden is proposed.

Outdoor lighting code

Purpose / Overall outcome	Response
Purpose: assess the suitability of outdoor lighting.	Complies with the purpose. The proposal relates to extensions and modifications to an established industrial facility. Any new or modified outdoor lighting will be limited to lighting required for safe access and operation of the premises and will be designed to avoid unreasonable spill, glare or upward light.
2(a) Outdoor lighting efficiently lights the desired area while minimising adverse spill-light impacts on adjoining uses.	Complies with 2(a). Any new or modified outdoor lighting will be directed and shielded toward the areas requiring illumination. Lighting will be designed and operated so that spill and glare at the site boundaries and nearby sensitive uses are minimised.
2(b) Outdoor lighting does not adversely affect the behaviour of native fauna.	Complies with 2(b). The proposal does not involve high-intensity architectural lighting or upward-directed lighting. Any new external lighting will be limited to operational and safety requirements and designed to minimise light spill beyond the established industrial premises.

Performance outcome	Acceptable outcome	Response
PO1 Development provides outdoor lighting that does not adversely affect any person, activity or fauna through direct or reflected light emissions.	AO1.1 Outdoor-lighting design, installation, operation and maintenance comply with AS 4282-1997. A minimum 20 lux at footpath level applies only in centre zones or the Mixed Use Zone.	Complies Development ensures that technical parameters, design, installation, operation and maintenance of outdoor lighting comply with the requirements

Performance outcome	Acceptable outcome	Response
	AO1.2 Floodlighting has no upward light component when mounted horizontally, such as a full cut-off luminaire.	of AS 4282-1997. No floodlighting is proposed as a part of this application.

Park planning and design code

The Park Planning and Design Code seeks to assess a material change of use or reconfiguring a lot involving the creation of a park. The proposed development is for High Impact Industry. No park is proposed as a part of this application.

Stormwater Code

Purpose / Overall outcome	Response
Purpose: assess the suitability of the stormwater aspects of development.	Complies with the purpose. The proposal relates to extensions and modifications to an existing industrial facility. Stormwater will continue to be managed through the established site drainage system and discharged to a lawful point of discharge.
2(a) Development achieves acceptable stormwater runoff quality and quantity through water-sensitive urban design principles.	Complies with 2(a). The proposal is not expected to fundamentally alter the established stormwater regime. Runoff from the proposed works will be managed through existing and proposed lawful drainage arrangements, with appropriate construction controls used to protect stormwater quality.
2(b) Development protects health and safety and avoids damage or nuisance from stormwater flows.	Complies with 2(b). The proposal will not direct stormwater onto adjoining land or create ponding or drainage nuisance. Existing overland-flow and drainage arrangements will be maintained.
2(c) The stormwater system maintains, recreates or minimises impacts on natural catchment hydrology.	Complies with 2(c). The proposal is contained within an established industrial site and is not expected to materially alter natural catchment hydrology. The existing drainage regime and lawful point of discharge will be retained.
2(d) Development protects or enhances the environmental values of waterways.	Complies with 2(d). The site does not contain mapped waterways or waterbodies. Construction runoff will be managed to prevent sediment or contaminants entering the stormwater system or receiving waters.

Purpose / Overall outcome	Response
2(e) Development minimises runoff, including peak flows.	Complies with 2(e). The proposal represents an extension to an existing industrial facility. Stormwater from the additional roof and hardstand areas will be managed through the site drainage system so that downstream impacts are not materially worsened.
2(f) Development maintains or enhances the efficiency and integrity of the stormwater infrastructure network.	Complies with 2(f). Existing stormwater infrastructure will remain operational and will not be obstructed or compromised by the proposed works. Any required connections or alterations will be resolved through detailed design.
2(g) Development minimises the whole-of-life cost of stormwater infrastructure.	Complies with 2(g). The proposal will utilise established drainage infrastructure where practicable and does not involve unnecessary new major stormwater infrastructure.

Performance outcome	Acceptable outcome	Response
Section A - Material change of use, reconfiguring a lot, operational work or building work		
PO1 Integrated stormwater management.	AO1 Stormwater management complies with the Infrastructure Design Planning Scheme Policy.	Complies with AO1. Stormwater from the proposed works will be collected and managed through the established site drainage system and discharged to a lawful point of discharge. The proposal does not involve modification of a natural waterway or drainage corridor.

Performance outcome	Acceptable outcome	Response
PO2 No adverse flooding or drainage impacts on adjoining premises.	AO2.1 No increase in flood level or flood hazard on adjoining, upslope or downslope premises.	Complies with AO2.1. The proposal is not expected to increase flood levels or flood hazard on adjoining, upslope or downslope land. Existing drainage paths will be maintained and stormwater will not be directed onto adjoining premises.
	AO2.2 Stormwater management complies with the Infrastructure Design Planning Scheme Policy.	Complies with AO2.2. The stormwater system associated with the proposed works will be resolved through detailed design and will connect to the established lawful drainage arrangements.
PO3 Stormwater runoff does not adversely affect the safety or amenity of property.	AO3.1 Drainage is contained within public land or an appropriate drainage corridor.	Complies with AO3.1. The proposal will utilise the existing site drainage system and lawful point of discharge. No new drainage path through an unrelated private property is proposed.
	AO3.2 Stormwater management complies with the Infrastructure Design Planning Scheme Policy.	Complies with AO3.2. Stormwater from the extension will be appropriately collected and conveyed through lawful drainage infrastructure.

Performance outcome	Acceptable outcome	Response
	AO3.3 A lawful point of discharge is obtained.	Complies with AO3.3. The existing premises is serviced by established stormwater drainage arrangements. The proposal will continue to discharge to the existing lawful point of discharge.
	AO3.4 Underground stormwater infrastructure on private land is secured by a drainage easement.	Not applicable. The proposal does not rely on new underground stormwater infrastructure crossing separate private land. Any infrastructure contained wholly within the subject site does not require an easement over another property.
PO4 Stormwater infrastructure safely conveys increased runoff.	AO4.1 The conveyance system safely conveys flows to applicable standards.	Complies with AO4.1. Runoff from the proposed roof and hardstand areas will be directed through the site drainage system. Detailed design will ensure the system safely conveys stormwater to the lawful point of discharge.
	AO4.2 Sufficient area is provided to convey runoff.	Complies with AO4.2. The established industrial site provides sufficient area for stormwater conveyance and the proposed works will not obstruct existing drainage paths.

Performance outcome	Acceptable outcome	Response
PO5 Drainage works protect fauna movement.	AO5 Stormwater channels and infrastructure permit fauna movement.	Not applicable. The proposal does not involve a new stormwater channel, creek modification, bridge, culvert or major drain.
PO6 Detention and water-quality treatment are safe, maintainable and minimise ecological impacts.	AO6.1 Detention and treatment are outside waterways and offline to external catchments.	Not applicable. No stormwater detention basin or standalone water-quality treatment device is proposed.
	AO6.2 Detention and treatment devices comply with applicable standards.	Not applicable. No stormwater detention basin or standalone water-quality treatment device is proposed.
PO7 Development reduces property damage and provides safe access during flooding.	AO7.1 Development is located above applicable flood-immunity levels.	Complies with AO7.1. The proposal relates to an established industrial premises and does not introduce a vulnerable or sensitive use. The proposed works will maintain safe site operation and will not worsen existing flood conditions.
	AO7.2 Safe pedestrian and vehicle access is provided.	Complies with AO7.2. Existing site access and internal circulation arrangements will be retained. The proposal does not alter the surrounding road network or obstruct established access during storm events.

Performance outcome	Acceptable outcome	Response
PO8 Drainage design protects environmental values.	AO8.1 Natural waterways and drainage paths are retained.	Complies with AO8.1. The site does not contain a mapped waterway or waterbody, and existing drainage paths will be retained.
	AO8.2 Drainage channels maximise environmental benefits and minimise scour.	Not applicable. The proposal does not involve a new or modified drainage channel or floodway.
	AO8.3 Waterway and overland-flow outlets include energy dissipation.	Not applicable. No new stormwater outlet to a waterway, creek, wetland or overland-flow path is proposed.
	AO8.4 New or modified channels, creeks and major drains comply with applicable standards.	Not applicable. The proposal does not involve a new or modified stormwater channel, creek or major drain.
PO9 Runoff and peak flows are managed by minimising impervious areas and maximising capture and reuse.	No acceptable outcome prescribed.	Complies with PO9. The proposal is an extension to an established industrial facility. Stormwater from new impervious areas will be collected and managed through lawful drainage arrangements. Opportunities for capture and reuse may be considered through detailed design where practical.

Performance outcome	Acceptable outcome	Response
PO10 Sufficient site area is available for effective stormwater management.	No acceptable outcome prescribed.	Complies with PO10. The 20,238m2 site provides sufficient area to accommodate the proposed works and associated drainage without reliance on adjoining land.
PO11 Orderly provision of stormwater infrastructure.	AO11.1 External upslope catchments are conveyed to a lawful point of discharge.	Complies with AO11.1. The proposed works will not obstruct existing external catchment flows. Existing drainage arrangements will be maintained and runoff will continue to be directed to a lawful point of discharge.
	AO11.2 Undersized existing infrastructure is upgraded.	Complies with AO11.2. No deficiency in the existing stormwater infrastructure has been identified for the proposed changes. If detailed design identifies an upgrade requirement, it will be addressed as part of the building and civil design process.
PO12 Stormwater infrastructure remains functional, accessible and structurally protected.	AO12.1 The system complies with the Infrastructure Design Planning Scheme Policy.	Complies with AO12.1. Existing stormwater infrastructure will remain accessible and functional. Any new or altered drainage works will be appropriately located and designed to avoid damage to existing infrastructure.

Performance outcome	Acceptable outcome	Response
	AO12.2 Existing manholes maintain a 2m clear radius and 2.5m height clearance.	Complies with AO12.2. The proposed works will not obstruct access to existing stormwater manholes. Required maintenance clearances will be retained.
PO13 Construction erosion, turbidity and sediment impacts are managed.	No acceptable outcome prescribed.	Complies with PO13. Standard erosion and sediment controls will be implemented during construction to prevent sediment-laden runoff leaving the site or entering the stormwater network.
PO14 Unnecessary soil and drainage disturbance is avoided and exposed soil is stabilised.	No acceptable outcome prescribed.	Complies with PO14. Construction disturbance will be limited to the building and associated works area. Disturbed surfaces will be stabilised progressively and on completion.
PO15 Construction does not increase suspended solids, contaminants or erosive runoff.	No acceptable outcome prescribed.	Complies with PO15. Construction activities will include appropriate erosion, sediment and housekeeping controls to prevent contaminants and sediment entering stormwater flows or causing on-site or off-site erosion.
Section B - High-risk development		

Performance outcome	Acceptable outcome	Response
PO16 Entry and transport of contaminants into stormwater are avoided or minimised.	AO16 The system complies with the Infrastructure Design Planning Scheme Policy.	Not applicable. The current proposal is not treated as high-risk development for the purpose of this assessment. Notwithstanding, manufacturing activities are undertaken within established buildings and construction controls will prevent contaminants entering stormwater.
PO17 Wastewater discharge to waterways or beyond the site is avoided or minimised.	No acceptable outcome prescribed.	Not applicable. The proposal does not involve discharge of industrial wastewater to a waterway or beyond the site. Existing reticulated sewer and operational arrangements will continue to apply.
Section C - Additional outcomes for assessable MCU or reconfiguring a lot		
PO18 Existing, planned and long-term stormwater infrastructure is protected.	AO18 Stormwater infrastructure is protected in accordance with relevant plans and standards.	Complies with AO18. The proposal is contained within the established industrial site and will not obstruct or compromise existing, planned or long-term stormwater infrastructure. Any existing drainage infrastructure within the works area will remain protected and accessible.

Performance outcome	Acceptable outcome	Response
PO19 Extra trunk-infrastructure costs are addressed where applicable.	No acceptable outcome prescribed.	Not applicable. No extra trunk stormwater infrastructure works or costs have been identified as necessary for the proposed changes. Any applicable infrastructure charges will be addressed through the statutory charging framework.

Transport, access, parking and servicing code

See Traffic Engineering Response by Benzie Traffic Engineering, dated 15 September 2026.

Wastewater code

Purpose / Overall outcome	Response
Purpose: assess the suitability of an on-site wastewater system for development outside the sewerage area.	Not applicable. The subject site is located within the sewerage area and is connected to reticulated sewer. The proposal does not include an on-site wastewater treatment or effluent-disposal system.
2(a) An on-site wastewater system is suited to the site and nature of the development.	Not applicable. No on-site wastewater system is proposed. Existing reticulated sewer servicing will continue to support the established industrial use.
2(b) An on-site wastewater system does not adversely affect surface-water or groundwater environmental values.	Not applicable. The proposal does not involve installation or operation of an on-site wastewater system or land application of effluent.
2(c) Development does not increase public-health risk through normal operation or foreseeable system failure.	Not applicable. The site is serviced by reticulated sewer and no on-site wastewater system is proposed.
2(d) Effluent is sustainably used to irrigate plants through a subsurface irrigation system.	Not applicable. No effluent irrigation or subsurface land-application area is proposed.

Performance outcome	Acceptable outcome	Response
PO1 The scale and intensity of a change of use do not increase ecological, health, water-supply or effluent-disposal risks from an on-site wastewater system.	AO1 The disposal system complies with applicable environmental, plumbing and on-site wastewater requirements and is verified by a competent person.	Not applicable. The premises is connected to reticulated sewer and the proposal does not include an on-site wastewater disposal system.

Performance outcome	Acceptable outcome	Response
PO2 Lot size, configuration and system location allow efficient and safe disposal of domestic effluent.	AO2.1 The lot is at least 2,000m2 or the minimum lot size for the zone, whichever is greater.	Not applicable. No on-site effluent-disposal system is proposed. Wastewater will continue to be managed through the reticulated sewer network.
	AO2.2 The on-site effluent-disposal system is located in accordance with applicable separation and environmental standards.	Not applicable. No on-site effluent-disposal system is proposed.
	AO2.3 The subsurface disposal area satisfies slope, reservoir, flood-level and cut or embankment separation requirements.	Not applicable. No subsurface effluent-disposal area is proposed.
	AO2.4 The subsurface disposal system avoids unsuitable soil, groundwater and bedrock conditions.	Not applicable. No subsurface effluent-disposal system is proposed.
	AO2.5 A reserve land-application area of up to 100% of the design area is available.	Not applicable. No land-application area is required because the site is connected to reticulated sewer.
	AO2.6 The irrigation area is not separated from the dwelling by gullies, creeks, dams, roads or driveways.	Not applicable. The proposal is for an industrial facility and does not include a dwelling or effluent-irrigation area.

Acacia Ridge-Archerfield Neighbourhood Plan Code

Purpose / Overall outcome	Response
Purpose: provide finer-grained planning at a local level for the Acacia Ridge-Archerfield neighbourhood plan area.	Complies with the purpose. The proposal supports the continued operation and improvement of an established pipe manufacturing facility within the Acacia Ridge-Archerfield industrial area. It does not introduce an incompatible use or fundamentally alter the established function of the site.
3(a) The area continues to provide a broad range of industrial and transport employment.	Complies with 3(a). The proposal supports the continued operation and modernisation of an established industrial use and reinforces the employment-generating role of the Acacia Ridge-Archerfield industrial area.
3(b) Housing choice and diversity is improved in well-located and serviced locations.	Not applicable. The proposal does not involve residential development.
3(c) Land affected by constraints, character or environmental values is protected from inappropriate development.	Complies with 3(c). The proposal has been reviewed against the relevant site constraints and overlays, including railway and aviation interests. The works are contained within the established industrial premises and do not affect significant vegetation, waterways or identified environmental values.
3(d) Open space, parks and recreation facilities meet community needs and are accessible and connected.	Not applicable. The proposal does not involve or affect open space, parks or recreational facilities.
3(e) Businesses and services supporting industry are ancillary offices in established industry areas or located in centres.	Complies with 3(e). No new stand-alone business or centre activity is proposed. Existing office and administrative functions remain ancillary to the pipe manufacturing operation.
3(f) District centres serve local retail, commercial, community and service needs.	Not applicable. The site is not within a district centre and the proposal does not involve a centre activity.
3(g) Residential development provides housing choice and accessible accommodation.	Not applicable. The proposal does not involve residential development.
3(h) Multiple dwellings are not accommodated in the Low Density Residential Zone.	Not applicable. The site is within the Industry Zone and no multiple dwelling is proposed.
3(i) Increased residential density near industry protects residents and existing industry from land-use conflict.	Not applicable. The proposal does not involve residential intensification or a sensitive use.

Purpose / Overall outcome	Response
3(j) Archerfield Airport remains a focus for light and commercial aircraft activities.	Complies with 3(j). The proposal does not involve an aviation use or works that would prejudice the ongoing function of Archerfield Airport. The proposed built form remains low-scale industrial development and relevant aviation interests have been considered separately.
3(k) Height, scale and form are consistent with precinct amenity, character, expectations and infrastructure assumptions.	Complies with 3(k). The proposal comprises extensions and modifications to an existing industrial building, with no new stand-alone building or material increase in height. The built form remains consistent with the site's established industrial character and infrastructure context.

Performance outcome	Acceptable outcome	Response
General		
PO1 Height, scale and form achieve the intended precinct outcome, improve amenity and contribute to cohesive streetscape and built-form character.	AO1 Development complies with the applicable maximum number of storeys and building height in Table 7.2.1.1.3.B.	Complies with AO1. The proposal does not exceed a neighbourhood-plan height identified for the site. The works are limited to extensions and modifications to the existing extrusion building and do not materially increase its height, scale or visual prominence.
If in the Jackson Road precinct (NPP-003)	PO2 / AO2	Not applicable. The subject site is not located in the Jackson Road precinct.
If in the Hellawell Road residential precinct (NPP-005)	PO3 / AO3	Not applicable. The subject site is not located in the Hellawell Road residential precinct.
If in the Beaudesert Road centre south - Elizabeth Street sub-precinct (NPP-007a)	PO4-PO5 / AO4-AO5	Not applicable. The subject site is not located in the Beaudesert Road centre south - Elizabeth Street sub-precinct.
If in the Beaudesert Road centre north - O'Connell Street sub-precinct (NPP-007b)	PO6 / AO6	Not applicable. The subject site is not located in the Beaudesert Road centre north - O'Connell Street sub-precinct.
If in the Coopers Plains centre/office and industry precinct (NPP-009)	PO7 / AO7.1-AO7.5	Not applicable. The subject site is not located in the Coopers Plains centre/office and industry precinct.

Performance outcome	Acceptable outcome	Response
If in the Archerfield north or Archerfield east precinct (NPP-002)	PO8-PO11 / AO8.1-AO11	Not applicable. The subject site is not located in the Archerfield north (Granard Road) or Archerfield east (Desgrand Street) precinct.