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APPLICATION REF
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3.3.3

Element 1.2 – Brisbane’s industrial economy

Table 3.3.3.1—Specific outcomes and land use strategies

Specific outcomes	Land use strategies	Comments
<p>SO1 Brisbane’s Major Industry Areas, Strategic Inner City Industrial Areas and other industrial zoned land are protected to ensure their integrity and effective operation.</p>	<p>L1.1 Brisbane’s remaining zoned land suitable for high-impact industries is reserved for these purposes.</p>	<p>Not Applicable The site is not zoned for high-impact industries.</p>
	<p>L1.2 High-impact industrial activities are carefully located within industrial areas to enable their separation from nearby sensitive land uses.</p>	<p>Not Applicable The proposed development is not for a high-impact industrial activity.</p>
	<p>L1.3 Lower impact industrial activities serve as buffers, locating between high-impact industrial activities and sensitive land uses.</p>	<p>Complies with L1.3 The proposed development provides for the continued use of the site as the training grounds for workers engaged in constructing and maintaining high-voltage electricity transmission infrastructure and involves the establishment of an additional building and car parking consistent with that currently provided on site and generally anticipated within that area. The proposed development is located within the eastern portion of the site providing a buffer between the higher impact industrial activities located in the surrounding area and sensitive land uses to the west of the site, across Oxley Creek.</p>
	<p>L1.4 Existing lawful industries continue to operate with certainty and are protected from encroachment by sensitive land uses. Proposed expansions of these industries meet relevant health, safety and environmental standards.</p>	<p>Complies with L1.4 The proposed development provides for the continued use of the site as the training grounds for workers engaged in constructing and maintaining high-voltage electricity transmission infrastructure. This use is more appropriately located within an industrial zone (rather than a</p>

		<p>residential, commercial etc. zone), noting it relies on people having access to inactive high voltage electricity transmission infrastructure; infrastructure that is more akin to industry and unsightly with adverse amenity impacts on non-industrial uses within other zones. Whilst defined as an Educational Establishment, a sensitive land use, the operational nature of the proposed development aligns the proposed land use with industrial qualities, rather than typical characteristics of a sensitive use.</p>
	<p>L1.5 Strategic Inner City Industrial Areas continue to provide a focus for economic activity and employment and future potential changes to land use mix are considered by a Neighbourhood Plan process consistent with outcomes and strategies indicated in Theme 5 Element 5.9.</p>	<p>Not Applicable The site is not in a Strategic Inner City Industrial Area.</p>
<p>SO2 Brisbane's Major Industry Areas and Strategic Inner City Industrial Areas are optimised to provide the widest range of industrial uses in order to maximise the economic opportunity for the city.</p>	<p>L2.1 Development for industrial uses is prioritised in the Major Industry Areas and Strategic Inner City Industrial Areas which are zoned to maximise the industrial land use potential of these areas.</p>	<p>Complies with SO2 Refer to the above response. Further, the proposed development will increase the established capacity and capability of Powerlink's existing linesman training facility on the site. While not a traditional industrial use, it will maximise economic opportunity for the city by providing greater employment training that will support the delivery of essential electrical infrastructure.</p>
	<p>L2.2 The ongoing range of uses in Strategic Inner City Industrial Areas may change subject to comprehensive planning processes, outcomes and strategies indicated in Theme 5 Element 5.9.</p>	<p>Not Applicable The site is not in a Strategic Inner City Industrial Area.</p>

<p>SO3</p> <p>Brisbane’s industrial areas facilitate the co-location of applied research with related industrial activities.</p>	<p>L3</p> <p>Brisbane's industrial areas provide opportunities for knowledge-intensive clusters of industrial production and related research and administrative functions where risk, hazard and transport needs are addressed.</p>	<p>Complies with L3</p> <p>The proposed development involves the establishment of an additional training facility in an industrial area, which will provide knowledge-sharing opportunities relating to high-voltage electricity transmission lines.</p>
<p>SO4</p> <p>Brisbane’s Major Industry Areas include clusters of services and facilities that support industry and the industrial workforce.</p>	<p>L4</p> <p>Major Industry Areas provide opportunities for clusters of supporting services for business and for the convenience of workers of these areas. They are in accessible locations, serviced by public transport where possible and do not compromise the ongoing operation of industrial activities in these areas.</p>	<p>Not Applicable</p> <p>The proposed development does not involve supporting business services for the convenience of workers.</p>
<p>SO5</p> <p>Brisbane's industrial areas have a high degree of connectivity which is protected and enhanced.</p>	<p>L5.1</p> <p>Development optimises the use and efficiency of freight routes and they are protected from encroachment by sensitive land uses.</p>	<p>Complies with SO5</p> <p>Refer to the above responses.</p>
	<p>L5.2</p> <p>Development optimises and integrates with the use of airspace of the Brisbane and Archerfield airports and limits the intensification of sensitive land uses in proximity to existing and future runway approaches.</p>	<p>Complies with L5.2</p> <p>The site is in proximity of Archerfield airports. The proposed development has a maximum building height of 9m and as such will not encroach into operational airspace.</p>
	<p>L5.3</p> <p>Development optimises the use and efficiency of the Port of Brisbane and limits the intensification of sensitive land uses in proximity to existing and future port operations.</p>	<p>Not Applicable</p> <p>The site is not in proximity of the Port of Brisbane.</p>
<p>SO6</p> <p>Brisbane facilitates a significant growth in resource recovery.</p>	<p>L6</p> <p>Brisbane’s Major Industry Areas and transfer stations at Nudgee, Willawong, Ferny Grove and Chandler are appropriate locations for the growing resource recovery industry where environmental</p>	<p>Not Applicable</p> <p>The proposed development does not involve resource recovery activities and the site is not located in proximity to a transfer station.</p>

	and amenity impacts are managed to best-practice standards.	
S07 Brisbane's extractive industry operations are protected.	L7 Sites of hard rock, sand and gravel extraction and associated transport routes and buffers are protected from encroachment of incompatible land uses and environmental and amenity impacts are managed to best-practice standards.	Complies with L7 The proposed development will not result in the encroachment of incompatible land uses into Brisbane's extractive industry operations.
S08 Brisbane's industrial lands are protected from encroachment by office or other non-industrial-based uses.	L8.1 Major Industry Areas and Strategic Inner City Industrial Areas are protected from encroachment of office parks and large-format retailing; these uses are adequately provided for elsewhere in the plan.	Complies with L8.1 The proposed development does not involve an office park or large-format retailing.
	L8.2 Land uses other than industrial do not compromise the existing or potential industrial uses that occupy land in the Special industry zone, General industry C zone precinct or General industry B zone precinct of the Industry zone.	Complies with S08 Refer to above responses.
	L8.3 Mixed industrial service and business administration uses will be promoted on land appropriately zoned at the Australia TradeCoast, Cannon Hill, Wacol and Richlands to accommodate personal and administrative services supporting businesses or employees of that Major Industry Area and where serviced by public transport.	Not Applicable The site is not identified as land appropriately zoned at the Australia TradeCoast, Cannon Hill, Wacol or Richlands.
	L8.4 The co-location of administrative functions with industrial uses may occur within a site where directly related to the principal use of the premises and the design, interface and functionality outcomes for both administrative offices and industrial functions are achieved.	Not Applicable The proposed development does not involve administrative functions.

	<p>L8.5 Brisbane's industrial zoned areas are protected from encroachment by incompatible uses to maximise their industrial land use potential to effectively service businesses and residents and link the wider network of industrial land use across the city.</p>	<p>Complies with L8.5 While the proposed development is for an educational establishment, it provides for the continued use of the site as training grounds for high-voltage electricity transmission workers. The infrastructure on site is more akin to industry and would result in adverse amenity impacts if located in a non-industrial areas. As such, the use is not incompatible with surrounding industrial activity and will not adversely impact Brisbane's industrial lands.</p>
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3.5.2 Element 3.1 – Brisbane’s environmental values

Table 3.5.2.1—Specific outcomes and land use strategies

Specific outcomes	Land use strategies	Comments
Overall environmental values		
<p>SO1 Brisbane's Greenspace System’s biodiversity, recreational and cultural values and functions are protected, restored and enhanced.</p>	<p>L1 The Greenspace System, the majority of which occurs outside the urban footprint in the SEQ Regional Plan, also extends throughout the urban footprint through a series of district and metropolitan parks, waterway networks, sport and recreation areas and lands supporting biodiversity areas or scenic amenity values. Zones that occur within the Greenspace System are:</p> <ul style="list-style-type: none"> a. Conservation; b. Environmental management; c. Rural; d. Rural residential; e. Open space; f. Sport and recreation. 	<p>Complies with L1 The part of the site that forms the Greenspace System is within the Rural zone. The proposed development does not involve any works within the Rural zone land.</p>
<p>SO2 Brisbane's Greenspace System provides an effective network of greenspace links and contributes to a regional network.</p>	<p>L2.1 Development does not fragment environmental management, rural residential or rural lands.</p>	<p>Complies with L2.1 The proposed development does not result in additional fragmentation of rural lands, and is located outside the part of the site in the Rural zone.</p>
	<p>L2.2 Development in the Emerging community zone and Industry investigation zone protects the Greenspace System's values of those areas.</p>	<p>Complies with L2.2 The proposed development is not located on the part of the site mapped with environmental values, thereby protecting the Greenspace System’s values of those areas. Notably, the proposed development is located on a part of the site that has been disturbed.</p>

	L2.3 Development protects the inter-urban breaks between Brisbane and the Moreton Bay region, Somerset region, Redland City and Logan City which form part of the regional Greenspace System and provide links to greenspace in other local government areas.	Not Applicable The site is not located on an inter-urban break.
SO3 Brisbane's ecosystems provide ecosystem services which are maintained and enhanced.	L3 Development protects identified areas with high levels of ecosystem services which are to be integrated into the Greenspace System and infrastructure network of the city.	Complies with L3 The proposed development is not located in identified areas of ecosystem services, thereby protecting these aspects which are part of the city's Greenspace System.
Biodiversity values		
SO4 Brisbane has an ecologically resilient and robust network of well-connected habitats containing a comprehensive, adequate and representative sample of ecosystems and species.	L4.1 Development protects areas of high ecological significance or high strategic biodiversity value, including koala habitats, in a network of biodiversity areas that also link into biodiversity areas, networks and systems in adjoining local government areas.	Complies with L4.1 The proposed development is not located in areas of high ecological significance or high strategic biodiversity value, and will protect the established linkages into adjoining biodiversity areas, networks and systems.
	L4.2 Development for an urban purpose is located outside areas of high ecological significance or high strategic biodiversity value.	Complies with L4.2 The proposed development is for an urban purpose and is located outside areas of high ecological significance or high strategic biodiversity value.
	L4.3 Roads and other infrastructure corridors avoid areas of significant biodiversity value and if overriding needs result in infrastructure being developed in areas of significant biodiversity value, the development offsets the lost values in locations enabling a net positive biodiversity outcome by providing compensatory habitat that restores degraded areas within the identified network of habitat and ecological corridors.	Not Applicable The proposed development does not involve any roads or other infrastructure corridors.
SO5	L5.1	Complies with L5.1

<p>Brisbane achieves positive biodiversity development outcomes, where interface areas are provided by the development and offsets enable restoration of areas that form part of the Greenspace System and the city's biodiversity values.</p>	<p>Development provides an interface area to buffer against edge effects.</p>	<p>The proposed development, a non-intensive and non-invasive use, provides an interface area between the proposed building and carpark area and ecological functions to buffer against potential edge effects.</p>
	<p>L5.2 Development which results in the loss of native vegetation provides compensatory habitat that restores degraded areas within the identified network of habitat and ecological corridors.</p>	<p>Not Applicable The proposed development does not result in the loss of native vegetation. The area of works does not contain any vegetation.</p>
	<p>L5.3 Biodiversity areas are identified and incrementally restored, including through the use of environmental offsets.</p>	<p>Complies with L5.3 The site's biodiversity areas are identified and protected from the proposed development; the proposed development is located on a part of the site that has been disturbed, situated outside areas mapped as biodiversity / environmental value.</p>
<p>SO6 Brisbane has safe movement routes and corridors for wildlife that are suited to species and benefit multiple species.</p>	<p>L6 Development for urban infrastructure provides for wildlife movement solutions at strategic locations as identified in the Streetscape hierarchy overlay.</p>	<p>Not Applicable The proposed development is not for urban infrastructure, and is not identified in the Wildlife movement solution sub-category of the Streetscape hierarchy overlay.</p>
<p>River, waterways, wetlands and bay values</p>		
<p>SO7 Brisbane's waterways, wetlands and foreshores are protected, in particular their natural drainage, stormwater conveyance, visual amenity, landscape character, recreational, cultural and biodiversity values.</p>	<p>L7.1 Development along the Brisbane River corridor is managed on section by section, responding to the diverse local characteristics and values along its length.</p>	<p>Not Applicable The proposed development is not along the Brisbane River corridor.</p>
	<p>L7.2 Development continues to contribute towards an extended public open space network along the river.</p>	<p>Not Applicable The proposed development does not involve public open space and is not located along the river. The site is within the Industry investigation zone and Rural zone.</p>

	<p>L7.3 Development in identified waterway corridors, wetlands and the Brisbane foreshore is sited, designed and managed to retain and enhance the performance of these locations for drainage, amenity, recreational, cultural and biodiversity values.</p>	<p>Complies with L7.3 The proposed development is sited to not interfere with any identified waterway corridors, thereby retaining these assets for their drainage, amenity, recreational, cultural and biodiversity values. The site is located outside the part of the site mapped as a waterway corridor.</p>
<p>Natural economic resources and rural lands</p>		
<p>SO8 Brisbane's natural resource assets, including extractive resources such as quarries, are identified and protected from encroachment by incompatible development, including sensitive uses.</p>	<p>L8 Brisbane's natural economic resource areas for extractive resources and agricultural lands are identified and protected from fragmentation and inappropriate use.</p>	<p>Complies with L8 The site contains land in the Rural zone; the proposed development is located outside the part of the site in that zone on a part of the site that has been disturbed, and not currently used for agricultural purposes. The proposed development provides for the continued use of the site as the training grounds for workers engaged in constructing and maintaining high-voltage electricity transmission infrastructure and is setback from land included in the Rural zone whereby avoiding fragmentation of agricultural lands. The site is not a natural economic resource area for extractive resources.</p>
<p>SO9 Brisbane's agricultural production, scenic amenity and environmental values of rural lands are protected.</p>	<p>L9 Development of Brisbane's rural areas balances the demands for use of rural lands for a broad range of rural industries and food production with the biodiversity, scenic amenity, outdoor recreation, landscape character and rural lifestyle values of those rural areas.</p>	<p>Not Applicable While the site includes land in the Rural zone, the proposed development is located outside of this zone.</p>
<p>SO10 Brisbane's aquatic habitats and fisheries are protected.</p>	<p>L10 Development incorporates site measures that protect water habitats, aquatic quality, fish passages and</p>	<p>Complies with L10 The proposed development is sited away from Oxley Creek and the waterway that traverses the site. The proposed development is located on a</p>

	<p>downstream fisheries from water pollution and sedimentation.</p>	<p>part of the site that is disturbed and does not involve any activities that would result in water pollution or introduction of sedimentation. Further, temporary erosion and sediment control measures will be implemented during construction to minimise impacts.</p>
<p>SO11 Water quality is protected from adverse impacts of development.</p>	<p>L11 Waterway corridors wetlands, drinking water catchments including receiving waters, water supply buffer areas, water resource catchments and high ecological value water areas as indicated on the State Planning Policy Interactive Mapping System, and areas of potential and actual acid sulfate soil are managed to contribute to protecting water quality by:</p> <ul style="list-style-type: none"> a. overlays; b. siting and design; c. specification management. 	<p>Complies with L11 The proposed development has been designed to protect water quality on the site and surrounding area; the proposed development is located on a part of the site that has been disturbed outside of the Waterway corridor and other ecological features mapped on site. A lawful point of discharge is confirmed via the existing swale that connects to Oxley Creek.</p>

3.7.3 Element 5.2 – Brisbane’s Major Industry Areas

Table 3.7.3.1—Specific outcomes and land use strategies

Specific outcomes	Land use strategies	Comments
Australia TradeCoast		
SO1 – SO8 – Not Applicable		
The site is not within the Australia TradeCoast.		
Northern industrial area (extending from Northgate to Zillmere)		
SO9 – Not Applicable		
The site is not within the Northern industrial area.		
South-west industrial gateway		
SO10 The south-west industrial gateway is serviced by improved road and freight transport networks which are supported by development.	L10.1 Development supports improved links between the Ipswich Motorway and the Port of Brisbane to facilitate freight movement and movement of workers to and from the south-west industrial gateway and the Australia TradeCoast.	Not Applicable The proposed development is not related to improved road and freight transport networks. The proposed development will not impact on the delivery of such infrastructure.
	L10.2 Development supports the expanded use of service roads along the Ipswich Motorway to reduce congestion, removing local traffic from the motorway.	
SO11 The south-west industrial gateway is serviced by expanded public and active transport networks which are supported by development.	L11.1 Development supports the provision of major rail and bus interchanges incorporating active transport end-of-trip facilities, to support use of active and public transport options in the south-west industrial gateway (including around Richlands).	Not Applicable The proposed development is not for or in proximity of major rail and bus interchanges. The proposed development will not impact on the delivery of such infrastructure.
	L11.2	Not Applicable The proposed development is for a training facility and will not involve shift workers.

	Development supports public transport services to cater for shift workers, particularly in high-growth areas such as Springfield.	
	L11.3 Development supports the incorporation of bikeways into other infrastructure projects to link with existing networks.	Not Applicable The proposed development is not for an infrastructure project.
SO12 Archerfield Airport's long-term role is enhanced by development.	L12 Development enhances the functioning of Archerfield Airport.	Complies with L12 The proposed development will not reduce the function of Archerfield Airport; it does not encroach or involve emissions into the airports operational airspace.
SO13 The south-west industrial gateway is serviced by an improved energy infrastructure network which is supported by development.	L13.1 Development supports appropriate investment in energy infrastructure to support the forecast increase in energy-intensive heavy manufacturing.	Complies with L13.1 The site is suitably serviced by existing energy infrastructure. As the proposed development is for the training of high-voltage transmission lines workers, the proposed development will further support investment in energy infrastructure through workforce training and development.
	L13.2 Development promotes the use of natural gas and renewable energy sources in manufacturing production.	Not Applicable The proposed development is not for manufacturing production.
SO14 The south-west industrial gateway is serviced by an improved water infrastructure network which is supported by development.	L14.1 Development supports the appropriate implementation of investment in water infrastructure, including stormwater mitigation.	Complies with L14.1 The site is suitably serviced by existing water infrastructure, and will connect to such infrastructure.
	L14.2 Development promotes efficient water use, including greater use of water-sensitive design and demand management.	Complies with L14.2 The proposed development is for an additional small-scale training facility which is unanticipated to create significant demand for water compared to surrounding industrial uses.
	L14.3	Not Applicable

	Development supports stormwater harvesting and storage to service industrial needs.	The proposed development does not require stormwater harvesting and storage to service industrial needs.
SO15 Operations within the south-west industrial gateway are flood tolerant.	L15 Development takes account of the potential for flooding and opportunities for flood mitigation.	Complies with L15 The proposed development has been designed and sited, including being elevated, to mitigate flood risk. The proposed development is located at the opposite end of the site from Oxley Creek to reduce risk.
SO16 The south-west industrial gateway is serviced by a fibre optic cable network which is supported by development.	L16.1 Development supports investment in the installation of high-speed fibre optic cable networks to facilitate the connectivity of the south-west industrial gateway to other areas of Brisbane, and the world.	Complies with L16.1 The proposed development site is serviced by existing NBN Co Qld infrastructure, and may connect to such infrastructure as necessary.
	L16.2 Development installs conduit to provide the right of way for fibre in areas as they develop to facilitate the rollout of a National Broadband Network.	Complies with L16.2 The proposed development is a terminal site serviced by existing NBN Co Qld infrastructure and is not along a path where shared conduit access will provide any broader benefit
SO17 The south-west industrial gateway's open space network is enhanced by development.	L17.1 Development provides for buffering of residential areas from roadways and industrial areas with open space.	Complies with L17.1 The proposed development supports the buffering of residential areas opposite the site on Oxley Creek through the siting of the building towards the front of the site, and protection of the ecological values and rural land at the rear of the site (adjoining Oxley Creek).
	L17.2 Development supports the provision of an open space network along Oxley Creek and Blunder Creek addressing natural, recreational and active transport options.	Complies with L17.2 The proposed development supports the provision of an open space network along Oxley Creek through a maintained natural amenity. The proposed development is located on the part of the site that has been disturbed and outside land mapped with potential rural and ecological value, whereby maintaining open space.

<p>SO18 The south-west industrial gateway's community facilities network is enhanced by development.</p>	<p>L18.1 Development of high-noise recreation activities, such as trail bikes will be accommodated where appropriate.</p>	<p>Not Applicable The proposed development does not involve high-noise recreation activities.</p>
	<p>L18.2 Development supports improved linkages between education and training institutions such as TAFE/SkillsTech and industry such as manufacturing, aviation and logistics within the south-west industrial gateway.</p>	<p>Complies with L18.2 The proposed development is for an Education Establishment (Training Facility) which will support workforce training and development in the electricity supply industry.</p>
	<p>L18.3 Development makes provision for appropriate community facilities to support a growing workforce.</p>	<p>Complies with L18.8 The proposed development is for an Education Establishment (Training Facility) which will support workforce training and development in the electricity infrastructure industry.</p>

3.7.7 Element 5.6 – Brisbane’s Greenspace System

Table 3.7.7.1—Specific outcomes and land use strategies

Specific outcomes	Land use strategies	Comments
Greenspace System		
SO1 The Greenspace System’s values and functions are identified, retained and enhanced.	L1.1 Development protects land allocated for nature conservation, public open space and sporting and recreation uses.	Not Applicable The site is not land allocated for nature conservation, public open space and sporting and recreation uses.
	L1.2 Development intensity, land use allocation, siting and design protect the multiple values and functions of the Greenspace System.	Complies with L1.2 The proposed development is of a small scale and sited in such a way that it does not impinge on the values and functions of the Greenspace System.
	L1.3 Development does not fragment high-value biodiversity areas, areas for large-scale rehabilitation, fauna movement and rural activities.	Complies with L1.3 The proposed development does not result in additional fragmentation of rural lands or biodiversity areas etc. The proposed development is located on a part of the site that has been disturbed and outside areas mapped as potential rural and environmental value.
SO2 The Greenspace System is expanded to protect areas with green space values.	L2 Development in the Greenspace System appropriately reflects the values of the site and ensures those areas of the site are protected or enhanced.	Complies with L2 The proposed development is not located within the Greenspace System areas of the site, thereby protecting these values on site.
SO3 The Greenspace System provides an effective network of green space links and contributes to a regional network.	L3.1 Development supports the linkage of Greenspace System areas with open space and recreational and biodiversity values.	Complies with L3.1 The proposed development supports the linkage of the Greenspace System areas with biodiversity values. The site is not connected or in proximity to open space and recreational values.

	<p>L3.2 Development enhances the Greenspace System to enable green space areas to connect with communities, and integrate with regional green space in surrounding local government areas.</p>	<p>Complies with L3.2 The proposed development maintains the Greenspace System on the site and allows for its connection with the adjoining green space values.</p>
	<p>L3.3 Development protects the inter-urban breaks between Brisbane City and Moreton Bay Region, Somerset Region, Redland City and Logan City, as part of the Brisbane Greenspace System.</p>	<p>Not Applicable The site is not located on an inter-urban break.</p>
	<p>L3.4 Development is designed and managed to ensure Greenspace System areas provide physical breaks and buffers within the urban footprint.</p>	<p>Complies with L3.4 The proposed development is not located within the Greenspace System areas, allowing the area to provide a physical break and buffer within the urban footprint.</p>
	<p>L3.5 Corridors within the Greenspace System reinforce the sense of identity of local communities and assist in floodway and drainage functions and safe wildlife movement.</p>	<p>Complies with L3.5 The site's Greenspace System is maintained to reinforce a sense of identity, and assist in floodway and drainage functions, especially given the site adjoins Oxley Creek, and safe wildlife movement.</p>
<p>SO4 The Greenspace System protects koala habitats.</p>	<p>L4 Development protects koala habitat in biodiversity areas as mapped in the Biodiversity areas overlay.</p>	<p>Complies with L4 The proposed development does not encroach into mapped koala habitat.</p>
<p>SO5 The Greenspace System maintains and enhances the capacity of ecosystems to provide ecosystem services.</p>	<p>L5 Development identifies and protects areas with high levels of ecosystem services from development impacts.</p>	<p>Complies with L5 The proposed development is not located within the Greenspace System areas or the mapped biodiversity areas or ecological values on site. As such, these ecosystems are protected from development impacts.</p>
<p>SO6 Brisbane's existing extractive industry operations are managed to protect the Greenspace System.</p>	<p>L6</p>	<p>Not Applicable The proposed development does not involve extractive industry.</p>

	Existing extractive industry operations are managed to best-practice environmental standards to protect the values and functions of the Greenspace System.	
Rural Neighbourhoods within the Greenspace System		
SO7 – SO9 – Not Applicable		
The site is not identified in a Rural Neighbourhood within the Greenspace System on the Strategic framework mapping.		

6.2.5.4 Industry investigation zone code

Overall Outcomes	Comments
<p>a. Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular:</p> <ul style="list-style-type: none"> i. Theme 1: Brisbane's globally competitive economy, Element 1.2 – Brisbane's industrial economy and Element 1.3 – Brisbane's population-serving economy; ii. Theme 3: Brisbane's clean and green leading environmental performance and Element 3.1 – Brisbane's environmental values; iii. Theme 5: Brisbane's CityShape and Element 5.2 – Brisbane's Major Industry Areas. 	<p>Complies</p> <p>The proposed development supports the implementation of the policy direction set in the Strategic framework, most notably, Element 1.2 – Brisbane's industrial economy. The proposed development supports employment and training activities for Brisbane and Queensland's electricity infrastructure network. The proposed development is not for a population-serving economic activity, Element 1.3 is therefore irrelevant to the assessment of the proposed development.</p> <p>The proposed development is sited and of a scale that protects the site's environmental values in accordance with Element 3.1.</p> <p>The proposed development does not undermine the Major Industry Area in accordance with Element 5.2. The proposed development provides for the continued use of the site as the training grounds for workers engaged in constructing and maintaining high-voltage electricity transmission infrastructure. This use is more appropriately located within an industrial zone (rather than a residential, commercial etc. zone), noting it relies on people having access to inactive high voltage electricity transmission infrastructure; infrastructure that is more akin to industry and unsightly with adverse amenity impacts on non-industrial uses within other zones. Whilst defined as an Educational Establishment, a sensitive land use, the operational nature of the proposed development aligns the proposed land use with industrial qualities, rather than typical characteristics of a sensitive use. The nature of the proposed activities is such that they would be incompatible with any area outside of an industrial zone.</p>
<p>b. Development does not impinge on an existing or intended use of an adjacent area.</p>	<p>Complies</p> <p>Refer to the above response.</p>
<p>c. Development provides a buffer to incompatible land uses.</p>	<p>Complies</p> <p>Refer to the above response.</p> <p>The proposed development provides a buffer between the higher impact industrial activities of the surrounding area and Oxley Creek and the residential amenity across the waterway.</p>

d. Development for an interim use including a dwelling house on an existing lot, and rural uses such as animal husbandry, animal keeping, aquaculture and cropping does not prejudice future development for industry activities.	Not Applicable The proposed development is not for an interim use.
e. Development protects the viability of existing and future industry by excluding incompatible development.	Complies Refer to the above response.
f. Development occurs in an orderly sequence within the context of the site and the city, to accommodate future industrial land uses of low impact industry, medium impact industry, service industry, warehouse and any associated renewable energy facility.	Complies Refer to above response. Further, the proposed development is a natural expansion of an established use of over four decades on the site. The proposed development's unique nature will not result in an out of sequence development given its small scale and immaterial intensification.
g. Development is integrated with surrounding land uses and infrastructure.	Complies The proposed development will be connected to the infrastructure network through the existing site connections. As demonstrated by use of the site as a training facility for over four decades, it is well integrated with surrounding land uses.
h. Development incorporates roads, walking and cycling routes that form a connected and permeable network consistent with the surrounding hierarchy.	Complies The proposed development will maintain the existing road, walking and cycling routes to the site. The proposed development will not result in a significant increase of site visitors and will not require upgrades to this infrastructure.
i. Development accommodates the appropriate level of infrastructure required to support the development.	Complies The proposed development will be connected to the infrastructure network through the existing site connections. These connections will appropriately support the minor increase of site users.
j. Development protects land that is unsuitable for industrial activities due to being affected by constraints or scenic, character or environmental values (indicated in a neighbourhood plan code or shown on an overlay map) from inappropriate development and maintains the values of those areas.	Complies The site is subject to many constraints, namely flood and environmental values. The proposed development provides a responsive development that allows for the use of the land that is otherwise unsuitable for industrial activities due to constraints. The proposed development will maintain the values of the site without resulting in adverse impacts on surrounding sites, sited on a part of the site that has been disturbed and outside areas mapped as potential rural and environmental value.
k. Development is of a built form, mass and setback that contribute to a high standard of amenity.	Complies

	<p>The proposed development’s built form, mass and setback will mirror the established standard of amenity on site of the existing building.</p>
<p>l. Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.</p>	<p>Complies The proposed development includes an elevated building to mitigate adverse impact from flooding and is sited to avoid and protect all identified rural and environmental values over the site.</p>
<p>m. Development in a flood-prone area is limited to uses that are compatible with minimising potential off-site impacts during and after a flood event.</p>	<p>Complies The proposed development will minimise potential off-site impacts during and after a flood event as it does not materially intensify the use of the site. The small-scale built form and impervious area will not result in additional off-site impacts, and development can be carried out in accordance with the approved Flood Emergency Management Plan.</p>

9.3.5 Community facilities code

9.3.5.1 Application

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

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

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

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

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

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

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

9.3.5.2 Purpose

- The purpose of the Community facilities code is to assess the suitability of development on land in the Community facilities zone and of development for community facilities in other zones.
1. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development is of a design, siting, construction and built form that is suited to the facility, in accordance with the particular operational, functional and locational requirements of community services and facilities.

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

9.3.5.3 Performance outcomes and acceptable outcomes

Table 9.3.5.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
<p>PO1 Development ensures that the hours of operation are:</p> <ol style="list-style-type: none"> a. consistent with reasonable community expectations for the use and are consistent with the purpose of the zone or zone precinct; b. controlled so that the community facility does not impact on the amenity of: <ol style="list-style-type: none"> a. a residence within the building where the use is located; b. nearby sensitive uses. 	<p>AO1.1 Development for a non-residential use has hours of operation, including the use of indoor activity areas and private open space, which are limited to 7am to 6pm.</p> <p>AO1.2 Development has hours of operation for delivery vehicles which are limited to 7am to 6pm Monday to Saturday, excluding public holidays.</p>	<p>Complies with PO1 The proposed development will provide hours of operation that are consistent with community expectations and the local industrial area. The proposed development is not in proximity to any residential building or sensitive uses.</p>
<p>PO2 Development ensures that noise generated does not exceed the noise (planning) criteria in Table 9.3.5.3.B and night-time noise criteria in Table 9.3.5.3.C at a sensitive zone or sensitive use.</p> <p>Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.</p> <p>Note—Where the development involves an activity regulated by the Entertainment Venues and Events Local Law, the operating noise levels and requirements may be specified on a permit or approval issued under that law.</p>	<p>AO2.1 Development:</p> <ol style="list-style-type: none"> a. does not involve amplified music entertainment; b. is conducted wholly within an enclosed building and does not involve external activity, dining or entertainment areas; c. provides a 2m high acoustic fence along any boundary with land in a residential zone; d. ensures mechanical plant or equipment is acoustically screened from adjoining sensitive uses. <p>Note—Mechanical plant includes generators, motors, compressors and pumps such as air-conditioning, refrigeration or coldroom motors.</p> <p>AO2.2 Development does not generate noise that is clearly audible and creates a disturbance within a dwelling or its associated balcony or patio.</p>	<p>Complies with PO2 The proposed development will not involve amplified music entertainment, is to be conducted within the proposed building except where accessing inactive high voltage electricity transmission lines, does not adjoin land in a residential zone or any sensitive uses.</p> <p>AO2.2 – Not Applicable The proposed development does not involve and is not in proximity to a dwelling.</p>
<p>PO3 Development:</p>	<p>AO3.1 Development:</p>	<p>Complies with AO3.1 The proposed development does not involve activities that generate air emissions.</p>

<p>a. avoids or minimises air emissions; b. complies with the following criteria at a sensitive zone or sensitive use: a. air quality planning criteria in Table 9.3.5.3.D; b. odour criteria in Table 9.3.5.3.E.</p> <p>Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p>a. does not involve activities that generate air emission, including odour, dust, fumes or smoke beyond the site; b. where cooking or food odour is released, exhaust is discharged vertically and directed away from a sensitive use, and vents are separated by the following distances: a. a minimum of 6m horizontally from a sensitive use; b. a minimum of 2m above a thoroughfare or roof with regular foot traffic.</p> <p>AO3.2 Development ensures that all vents for a below-ground car park are separated from a sensitive use in accordance with AS 1668.2-2012 The use of ventilation and air-conditioning in buildings — Mechanical ventilation in buildings.</p>	<p>AO3.2 – Not Applicable The proposed development does not involve a below-ground car park.</p>
<p>PO4 Development for a sensitive use is located to achieve the air quality (planning) criteria in Table 9.3.5.3.D and odour criteria in Table 9.3.5.3.E. Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p>AO4 Development for a sensitive use is located at least 150m from a spray painting workshop. Note—This distance is to be measured between the building constraining the spray painting workshop and the property boundary of the sensitive use.</p>	<p>Complies with AO4 The proposed development is not within 150m of a spray painting workshop.</p>
<p>PO5 Development for air conditioning, refrigeration and other mechanical plant, vents, exhausts and refuse and recycling storage areas are compatible in appearance and arrangement with nearby premises to ensure adverse amenity impacts associated with the development are ameliorated.</p>	<p>AO5 Development ensures that air conditioning, refrigeration and other mechanical plant, vents, exhausts and refuse and recycling storage areas are: a. located so that they are not visually obtrusive when viewed from the street; b. screened from an adjacent sensitive use.</p>	<p>Complies with AO5 The proposed development’s mechanical plant are located in positions where they are not visually obtrusive. The site does not adjoin any sensitive use.</p>
<p>PO6</p>	<p>AO6.1 Development provides for outdoor lighting with technical parameters, design, installation, operation and</p>	<p>Complies with AO6.1 Any outdoor lighting will be provided in accordance with the relevant requirements.</p>

<p>Development for outdoor lighting must not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.</p>	<p>maintenance of outdoor lighting that comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting. Note—The effects of outdoor lighting should be mitigated where windows of habitable rooms of nearby dwellings will be illuminated beyond maximum permissible values outlined in AS 4282-1997 Control of the obtrusive effects of outdoor lighting.</p> <p>AO6.2 Development ensures that floodlighting is restricted to the type that gives no upward component of light where mounted horizontally, that is a full cut off luminaire.</p>	<p>AO6.2 – Not Applicable The proposed development does not involve floodlighting.</p>
<p>PO7 Development within the City core and City frame as identified in Figure a of the Transport, access, parking and servicing code provides for car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.</p>	<p>AO7 Development within the City core and City frame as identified in Figure a of the Transport, access, parking and servicing code provides for on-site parking spaces at maximum parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO7 – Not Applicable The site is not within the City core or City frame.</p>
<p>PO8 Development outside the City core and City frame area as identified in Figure a of the Transport, access, parking and servicing code provides for a number of on-site car parking spaces that accommodate design peak car parking demands without overflow parking onto adjacent properties or adjacent streets.</p>	<p>AO8 Development: a. outside the City core and City frame as identified in Figure a of the Transport, access, parking and servicing code provides for on-site car parking in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or b. for which no parking standard is identified in the Transport, access, parking and servicing planning scheme policy, does not result in on-street parking.</p>	<p>Complies with AO8 The proposed development provides for on-site carparking in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Refer to the Traffic Impact Assessment.</p>
<p>PO9 Development provides adequate facilities for bicycles.</p>	<p>AO9 Development provides for cyclist facilities in accordance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>Complies with PO9 Given the locational context of the site, commuting to the site by a mode other than motor vehicle is unanticipated and highly unlikely. As such, no facilities are provided for bicycle parking to reflect this.</p>

		The existing building and approval also provide no bicycle parking.
<p>PO10 Development must be serviced adequately with regard to water supply and waste disposal, and water supply must meet the stated standard of service for the intended use and fire fighting purposes.</p>	<p>AO10 Development ensures that all lots are:</p> <ol style="list-style-type: none"> a. provided with reticulated water supply and sewerage; or b. provided with appropriate on-site sewerage, where the development does not provide access to reticulated sewer for all lots. 	<p>Complies with AO10 The proposed development is provided with reticulated water supply and sewerage. Refer to the Civil Engineering Plans.</p>
If for a childcare centre		
<p>PO11 – Not Applicable The proposed development is not for a childcare centre.</p>		
Section B—If for assessable development		
<p>PO12 Development on a site within a Community facility zone precinct must be protected for public use, and where a community facility use ceases, its replacement must be another community facility or a community facility integrated with another development. Editor's note—For example, premises formerly used as a school may be adapted to accommodate an arts or cultural services hub.</p>	<p>AO12 Development of an existing community facility within a Community facility zone precinct may be transitioned to another type of use within the community facility activity group, where a demonstrable need of the community will be fulfilled.</p>	<p>AO12 – Not Applicable The site is not within a Community facility zone.</p>
<p>PO13 Development for a community facility which is purpose-built on public land delivers buildings or structures that are designed as multipurpose community hubs where possible, rather than stand-alone or single-use facilities to:</p> <ul style="list-style-type: none"> • create a sense of place, belonging and community, and to provide a focal point for community activity; • increase efficiencies in built form; • provide a better return on infrastructure costs where enabling service providers to share facilities over an increased span of operating hours; 	<p>AO13 No acceptable outcome is prescribed.</p>	<p>PO13 – Not Applicable The proposed development is not for a community facility which is purpose-built on public land.</p>

<ul style="list-style-type: none"> facilitate adaptation of the building or infrastructure to respond to changing community needs. 		
<p>PO14 Development design must be consistent with the reasonable expectations for built form, site layout and landscape design of development on surrounding land.</p>	<p>AO14 Development is of a scale, height and bulk that is not greater than that of surrounding development.</p>	<p>Complies with AO14 The proposed development is of a scale, height and bulk reflective of the established building on the site. As the majority of the surrounding development are large industrial facilities, the proposed building is of a much smaller scale.</p>
<p>PO15 Development has a building form that is varied and building bulk that is reduced by design elements such as awnings, recesses and projections, and a range of materials, colours and textures.</p>	<p>AO15 No acceptable outcome is prescribed.</p>	<p>Complies with PO15 The proposed development provides a varied building form with the use of open decks and projections. As a small-scale building it will not result in significant building bulk, particularly in the local context of an industrial area.</p>
<p>PO16 Development does not impose adverse visual amenity impacts on surrounding sensitive uses.</p>	<p>AO16.1 Development has a 2m wide landscaped buffer provided between boundaries with residential uses and vehicle movement and parking areas.</p> <p>AO16.2 Development has a building setback from a site boundary with a residential premises of a minimum of 3m, or half the height of the building at that point, whichever is greater.</p> <p>AO16.3 Development has a 2m high acoustic fence and screen landscaping provided along a site boundary adjoining a sensitive use.</p>	<p>Complies with PO16 The site does not adjoin any residential uses and other sensitive uses.</p>
<p>PO17 Development ensures that building siting and design achieves a pleasant and manageable environment by allowing passage of cooling breezes and employing sun control devices to reduce glare, shade buildings and maintain comfortable indoor temperatures.</p>	<p>AO17.1 Development is orientated to allow good access to sunlight and breezes.</p> <p>AO17.2 Development has window placement and an internal layout which allows for cross ventilation.</p>	<p>Complies with AO17.1 As the proposed development is not impeded by any surrounding buildings or structures, it will capitalise on access to sunlight and breezes at all times.</p> <p>Complies with AO17.2</p>

	<p>Note—North- or north-east facing windows, balconies or decks may provide lesser levels of privacy than would otherwise be allowed by this code, where passive solar design is improved.</p>	<p>The proposed development provides for various windows and deck space that allows for cross ventilation and the passage of cooling breezes.</p>
<p>PO18 Development provides for vehicular accessways that are designed and located to:</p> <ul style="list-style-type: none"> a. minimise on-site and off-site safety conflicts between pedestrians and vehicles; b. ensure efficient pedestrian or vehicular ingress to or egress from the premises; c. reduce the visual impact on the streetscape. 	<p>AO18.1 Development has buildings and activity areas located to prevent potentially hazardous vehicular or pedestrian movements.</p> <p>AO18.2 Development ensures that the location of access ways maintain the integrity, quality and primacy of footpaths.</p> <p>AO18.3 Development provides convenient, safe and clearly visible pedestrian access to the site.</p>	<p>Complies with AO18.1 The proposed building is elevated 6m above the sealed surface level which will reduce potentially hazardous vehicular or pedestrian movements. It is also located approximately 85m into the site from the driveway to further prevent pedestrian movement in vehicle areas.</p> <p>Complies with AO18.2 The proposed development will maintain the established footpaths.</p> <p>Complies with PO18 Sole pedestrian access to the site is unanticipated, where it would occur, this would be through the same access as vehicles. As the site and areas for vehicular movements are relatively flat and have unobstructed vision it is unlikely that a pedestrian and vehicle incident would occur.</p>
<p>PO19 Development ensures that on-site car parking is located so as to ensure that employee, patron and visitor car parking associated with the use:</p> <ul style="list-style-type: none"> a. does not dominate the frontage of the premises; b. maintains the amenity of the street and adjacent properties. <p>Note—On-site parking areas are provided for staff, patrons and visitors in accordance with the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO19 Development ensures that car parking:</p> <ul style="list-style-type: none"> a. is provided below or at the rear of a primary building for the use and is not within the front setback of the site; b. where forward of the building line, car parking is integrated with high quality landscaping. 	<p>Complies with AO19 The proposed development includes carparking below the building and to the western side of the building, which is not visible from the site frontage.</p>
<p>PO20</p>	<p>AO20</p>	<p>Complies with PO20 The proposed development will provide refuse and recycling collections, separation and storage as</p>

<p>Development ensures servicing, storage and refuse and recycling collection areas are:</p> <ul style="list-style-type: none"> a. unobtrusive; b. located and managed so that adverse impacts on nearby sensitive uses, neighbouring properties and public domain are minimised. 	<p>Development reduces the visual impacts of loading bays, site storage and access points for refuse and recycling collection by:</p> <ul style="list-style-type: none"> a. buffering with appropriate landscaping; b. locating service areas away from public spaces, primary street frontages and sensitive uses. <p>Note—Refer to the Refuse planning scheme policy for further guidance.</p>	<p>established by the existing use of site. The management of waste will not result in adverse impacts on building occupants, neighbouring properties or the public realm, particularly as the use will not result in a significant generation of waste.</p>
<p>PO21 Development ensures that outdoor lighting contributes to pedestrian safety and amenity while minimising light nuisance and light spill.</p>	<p>AO21 Development provides a lighting system in accordance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting, while still being a minimum of 20lux at footpath level.</p>	<p>Complies with AO21 Any outdoor lighting will be provided in accordance with the relevant requirements.</p>
<p>PO22 Development ensures that direct overlooking to adjoining residential dwellings is minimised by building layout, location and design of windows, balconies and screening devices.</p>	<p>AO22 Development ensures that windows, balconies, verandahs, terraces or decks that have a direct view into windows of habitable rooms in an adjoining residential dwelling, are screened by:</p> <ul style="list-style-type: none"> a. fixed opaque glazing; or b. fixed external screens; or c. fencing, but only if the overlooking is from the ground storey. 	<p>Not Applicable The site does not adjoin any residential dwellings.</p>
<p>PO23 Development must create a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p>AO23.1 Development incorporates the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by:</p> <ul style="list-style-type: none"> a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; b. defining different uses and private and public ownership through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building 	<p>Complies with AO23.1 The proposed development incorporates key elements of crime prevention through environmental design by providing casual surveillance opportunities from the deck and verandahs. The proposed building elevation will further minimise opportunities for graffiti and vandalism. Fencing will be used within the site to define the training facility area, including the demountable building and car park – this will also serve as a way finding cue.</p>

	<p>design, orientation of buildings and the use of active frontages;</p> <ul style="list-style-type: none"> d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. <p>Note—For guidance in achieving the key elements of crime prevention through environmental design refer to the Crime prevention through environmental design planning scheme policy.</p> <p>AO23.2 Development ensures that fencing adjoining waterway corridors, parkland and cycling and walking routes is low and visually permeable, with:</p> <ul style="list-style-type: none"> a. a maximum height of 1.2m, and at least 50% transparent; or b. a maximum height of 0.9m if less than 50% transparent. 	
<p>PO24 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p>AO24 Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping by:</p> <ul style="list-style-type: none"> a. denying access to potential canvas through access control techniques; b. reducing potential canvases through canvas reduction techniques; c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. <p>Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy.</p>	<p>Complies with AO24 The proposed development prevents graffiti and vandalism through a locked gate when the site is not in use. Further, as the building is elevated 6m off ground level, the use of the building as a potential canvas is significantly reduced.</p>
<p>If for community facilities in zones other than the Community facilities zone Note—The performance outcomes and acceptable outcomes described below provide further assessment benchmarks for community facilities in specific zones to which this code is applicable. To the extent of any contrary direction or inconsistency with the general code provisions listed above, these more specific performance outcomes and acceptable outcomes prevail.</p>		

<p>PO25 Development must be located to minimise the introduction of non-local traffic into residential streets which are minor roads.</p>	<p>AO25 Development is not located on a minor road.</p>	<p>Complies with PO25 While the proposed development is located on a minor road, it is within an industrial area. As such, it will not introduce non-local traffic into residential streets.</p>
<p>If for community facilities in the Emerging community zone or where impact assessable in any other zone</p>		
<p>PO26 Development ensures that the community facility is co-located with or in close proximity to other community facilities, centre uses or focal points such as public transport interchanges or public open space.</p>	<p>AO26.1 Development located in newly developing areas or outer suburban areas ensures that the community facility is located:</p> <ul style="list-style-type: none"> a. on a site identified for that purpose on an approved structure plan, master plan or park management plan; or b. adjacent to community focal points such as shopping centres, major public transport interchanges, parkland, schools or sporting grounds. <p>AO26.2 Development located in a built-up inner or middle-suburban area ensures that the community facility is:</p> <ul style="list-style-type: none"> a. co-located with another community facility; or b. located within 500m of a centre or other community facility. 	<p>AO26.1 – Not Applicable The site is not located in a newly developing area or outer suburban area.</p> <p>AO26.2 – Not Applicable The site is not located in a built-up inner or middle-suburban area.</p>
<p>PO27 Development must be on a site with high accessibility.</p>	<p>AO27.1 Development:</p> <ul style="list-style-type: none"> a. provides convenient and safe walking and cycling access from nearby public transport infrastructure and other public areas; or b. is located in a high-use area such as a commercial building, shopping centre and other centre localities. <p>AO27.2 Development ensures that the community facility is easily identifiable to facilitate ease of access by patrons.</p>	<p>Complies with PO27 While the site is not in proximity to public transport due to the local area being for industrial purposes, the site is highly accessible being in close proximity of the Ipswich Motorway.</p>

<p>If for community facilities in the Emerging community zone</p>	
<p>PO28 – Not Applicable The site is not in the Emerging community zone.</p>	
<p>If for a community use in the Open space zone or Sport and recreation zone</p>	
<p>PO29 & PO30 – Not Applicable The site is not in the Open space zone or Sport and recreation zone.</p>	
<p>If for emergency services in the Environmental management zone or Rural zone</p>	
<p>PO31 – Not Applicable The proposed development is not for emergency services.</p>	

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

8.2.2 Airport environs overlay code**8.2.2.3 Performance outcomes and acceptable outcomes****Table 8.2.2.3.A—Performance outcomes and acceptable outcomes**

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		
<p>PO1 Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane, Archerfield or Amberley airports.</p>	<p>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.</p>	<p>Complies with AO1 The proposed development has a maximum building height of 9m. As such, it will not create a physical obstruction into the OLS, height restriction zone or PANS-OPS or create an obstacle to an aircraft operating from any airports.</p>
<p>PO2 Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational airspace of Brisbane, Archerfield or Amberley airports. Editor's note— Where development does emit gases or particulates above those outlined in AO2, advice from the Civil Aviation Safety Authority should be sought.</p>	<p>AO2 Development does not emit into the OLS or height restriction zone:</p> <ul style="list-style-type: none"> e. a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction with CASA Advisory Circular AC-139-05(1) Plume rise assessments; f. smoke, dust, ash, steam or other airborne particulate. 	<p>Complies with AO2 The proposed development will not result in emissions of gaseous plumes, smoke, dust, ash, stem or other airborne particulate into the OLS or height restriction zone.</p>
Additional performance outcomes and acceptable outcomes if involving air service		
PO3 – Not Applicable		

The proposed changes do not involve air service.		
Section B—If in the Bird and bat strike zone sub-categories		
<p>PO4 Development does not attract birds and bats into operational airspace in significant numbers likely to cause a safety hazard to airport operations.</p>	<p>AO4.1 Development within the Bird and bat strike zone sub-categories area ensures that waste is covered and collected so that it is inaccessible to birds and bats.</p> <p>AO4.2 Development involving landscaping or drainage works, including artificial water bodies located within the distance from airport 0-3km sub-category, are designed and installed to minimise the potential to attract birds and bats.</p>	<p>Complies with AO4.1 The proposed development will ensure that waste is covered and collected so that it is inaccessible to birds and bats.</p> <p>AO4.2 – Not Applicable The proposed development does not involve landscaping or drainage works.</p>
Section C—If in the Public safety area sub-categories		
<p>PO5 – Not Applicable The site is not within the Public safety area sub-categories</p>		
Section D—If in the Light intensity sub-categories		
<p>PO6 Development ensures that buildings and structures do not adversely impact airport operations or interfere with pilot vision.</p>	<p>AO6.1 Development ensures that outdoor lighting:</p> <ul style="list-style-type: none"> c. does not imitate the format of approach or runway lighting by configuring lights in straight parallel lines greater than 500m in length; d. does not emit light that will exceed the maximum light intensity specified within the light intensity area identified on the Light intensity sub-categories. <p>Note—Compliance with this acceptable outcome may be demonstrated by complying with the standards specified in the Civil Aviation Safety Authority guideline Chapter 12—Aerodrome lighting, 1.2 Lighting in the vicinity of an aerodrome and written confirmation from the airport operator.</p> <p>AO6.2</p>	<p>AO6.1 – Not Applicable The proposed development does not involve any outdoor lighting.</p>

	Development in the Within 6km-Max intensity of light sources 3 degrees above horizon sub-category does not involve: <ul style="list-style-type: none"> c. coloured flashing or sodium lighting; or d. glare or upward shining lights; or e. flare plumes. 	Complies with AO6.2 The proposed development does not involve coloured flashing or sodium lighting, glare or upward shining lights or flare plumes.
Section E—If in the Aviation facilities sub-categories		
PO7 – Not Applicable The site is not within the Aviation facilities sub-categories.		
Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories		
PO8 & PO9 – Not Applicable The site is not within the Australian Noise Exposure Forecast (ANEF) contour sub-categories.		

8.2.3 Bicycle network overlay code

8.2.3.3 Performance outcomes and acceptable outcomes

Table 8.2.3.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
General		
<p>PO1 Development contributes to the safe and efficient provision and operation of the bicycle network.</p>	<p>AO1 Development provides cycle routes in accordance with the bicycle network classification and design standard identified on the Bicycle network overlay map and set out in the road corridor design and off-road pathways standards of the Infrastructure design planning scheme policy. Note—On a site not traversed or adjoining a route on the Bicycle network overlay map, pedestrian and cyclist movement and permeability is addressed by the Subdivision code (for reconfiguring a lot) and Centre or mixed use code or residential codes (for material change of use).</p>	<p>Complies with PO1 The proposed development will maintain and protect the Local cycle route as shown on the Bicycle network overlay map. The proposed development is not of scale that warrants additional and/or upgrades to bicycle infrastructure.</p>
<p>PO2 Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised:</p> <ul style="list-style-type: none"> a. the long term infrastructure for the bicycle network in the Long term infrastructure plans; b. the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the bicycle network which: 	<p>AO2 Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following:</p> <ul style="list-style-type: none"> e. for long term infrastructure for the bicycle network in the Long term infrastructure plans; f. the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan; g. the standards for the bicycle network in the Infrastructure design planning scheme policy. 	<p>Complies with PO2 Refer to the above response.</p>

<ul style="list-style-type: none"> i. is required to service the development or existing and future urban development in the planning scheme area; or ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. <p>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.</p>		
<p>PO3 Development provides for the payment of extra trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the bicycle network which is made necessary by development that is not assumed future urban development; iii. other infrastructure for the bicycle network associated with development that is not assumed future urban development which is made necessary by the development. <p>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</p>	<p>AO3 No acceptable outcome is prescribed.</p>	<p>PO3 – Not Applicable</p> <ul style="list-style-type: none"> a. Not Applicable – The site of the proposed development is completely within the Priority Infrastructure Area. b. Not Applicable – <ul style="list-style-type: none"> i. Trunk infrastructure will not be provided earlier than planned in the LGIP. ii. The proposed development will not require long term infrastructure for the bicycle network which is not assumed future urban development. iii. The proposed development will not require other infrastructure for the bicycle network which is not assumed future urban development.

Additional performance outcomes and acceptable outcomes for a site adjacent to or traversed by the Riverwalk–Typology 1 sub-category or Riverwalk–Typology 2 sub-category	
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PO4 – PO9 – Not Applicable

The site is not adjacent to or traversed by the Riverwalk–Typology 1 sub-category or Riverwalk–Typology 2 sub-category.

8.2.11 Flood overlay code

8.2.11.2 Purpose

1. The purpose of the Flood overlay code is to:
 - a. Implement the policy direction in the Strategic framework, in particular:
 - i. Theme 2: Brisbane’s outstanding lifestyle, and Element 2.3 — Brisbane’s healthy and safe communities;
 - ii. Theme 4: Brisbane’s highly effective transport and infrastructure networks, and Element 4.3 — Brisbane’s coordinated infrastructure planning and delivery.
 - b. Provide for the assessment of the suitability of development in the Flood overlay.
- b. The purpose of the Flood overlay code will be achieved through the following overall outcomes:
 - a. Development minimises exposure of people and property to unacceptable risk from flood hazard in all flood events.
 - b. Development and infrastructure mitigates the flood risk through its location, siting, design, construction and operation whilst maintaining amenity.
 - c. Development does not unduly burden the city’s counter-disaster response capacity, including emergency services access during a flood emergency.
 - d. Development provides for efficient evacuation and access for evacuation resources including emergency services during flood events, or otherwise plans for the prospect and impact of isolation or hindered evacuation during flooding.
 - e. Development involving essential community infrastructure remains functional during and immediately after flood events.
 - f. Development ensures that emergency management plans respond to the number and capacity of future users of the development to safely participate in emergency measures such as evacuation.
 - g. Development ensures that essential building services or services essential for the development are designed, located and operated to minimise the flood risk to people, minimise damage to property, disruption to building function, and re-establishment time after a flood event.
 - h. Development involving hazardous materials manufactured, handled or stored in bulk does not adversely impact on public safety and the environment as a result of the impacts of floodwater.
 - i. Development does not, directly or cumulatively, cause or increase adverse impacts on other properties or land within the floodplain from flooding.
 - j. Development and infrastructure mitigates the impacts of hydraulic hazard due to predictable future increases in rainfall intensity on flooding.
 - k. Development prioritises, in order, the safety of people, protection of public infrastructure and protection of private property, in the management of the economic, social and environmental impacts of flooding.

8.2.11.3 Performance outcomes and acceptable outcomes

Table 8.2.11.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
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<p>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a dwelling house including any secondary dwelling Note—Development for a dwelling house does not require assessment against any other sections of this code.</p>		
<p>PO1 & PO2 – Not Applicable The proposed development is assessable development for an educational establishment.</p>		
<p>Section B—If accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development other than for a dwelling house or reconfiguring a lot Note—If development that is accepted development subject to compliance with identified requirements complies with the acceptable outcomes of this part, no further assessment against this code is required.</p>		
<p>PO3 Development:</p> <ul style="list-style-type: none"> a. is compatible with flood hazard in a defined flood event; b. minimises the risk to people from flood hazard; c. does not reduce the ability of evacuation resources including emergency services to access and evacuate the site in a flood emergency, with consideration to the scale of the development; d. minimises impacts on property from flooding; e. minimises disruption to residents, business or site operations and recovery time due to flooding; f. minimises the need to rebuild structures after a flood event greater than the defined flood event. <p>Note—Where Table 8.2.11.3.C identifies that a flood risk assessment is required, compliance with this performance outcome can be achieved by submitting a flood risk assessment, which may be included within a flood study, addressing the criteria within this performance solution. Preparing flood risk assessments and flood studies is required to be in accordance with the Flood planning scheme policy.</p> <p>Note—An emergency management plan prepared in accordance with the Flood planning scheme policy, which sets out procedures for evacuation due to flooding may be used to demonstrate compliance with this performance outcome.</p>	<p>AO3 Development for a material change of use is identified in Table 8.2.11.3.C as compatible with the flood hazard in the relevant flood planning area.</p>	<p>Complies with PO3 The proposed development is aligned with the Flood Assessment Report that formed part of the current approval. The proposed development will maintain the approved Flood Emergency Response Plan (FERP) (approved 30/10/2025).</p> <p>The FERP outlines site-specific measures to mitigate, prepare for, response to, and recover from flood events. Site-specific protocols include the evacuation of all personnel from site in the event of a declared flood warning.</p> <p>Access to the site during major flood events can be rendered impassable, as such, evacuation will take place well before flooding commences. Given the small scale of the proposed development, accommodating a small number of personnel (maximum of 14), the need for evacuation resources is unlikely, with the FERP further ensuring protocols are in place for early and safe evacuation.</p> <p>The elevated demountable minimises impacts on the property from flooding and minimises the recovery time to return to site operations.</p>

		<p>The proposed building will have a finished floor level of at least 9.7m AHD, minimising the risk of impacts to the structure and need to rebuild following a major flood event.</p>
<p>PO4 Development for a park ensures that the design of a park and location of structures and facilities responds to the flood hazard and balances the safety of intended users with:</p> <ul style="list-style-type: none"> • maintaining continuity of operations; • impacts of flooding on asset life and ongoing maintenance costs; • efficient recovery after flood events; • recreational benefits to the city; • availability of suitable land within the park. 	<p>AO4.1 Development involving a building or structure in a park complies with the flood planning levels specified in Table 8.2.11.3.D.</p> <p>AO4.2 Development involving a building or structure in a park where Table 8.2.11.3.D does not apply:</p> <ul style="list-style-type: none"> a. is not located within the 20% AEP flood extent of any creek/waterway or overland flow path; or b. is located above the 20% AEP flood level of any creek/waterway or overland flow path. 	<p>PO4 – Not Applicable The proposed development is not for a park or building or structure in a park.</p>
<p>Section C—If accepted development subject to compliance with identified requirements (acceptable outcomes only) for a park or assessable development other than for a dwelling house</p>		
<p>PO5 Development is located and designed to:</p> <ul style="list-style-type: none"> a. minimise the risk to people from flood hazard on the site; b. minimise flood damage to the development and contents of buildings up to the defined flood event; c. provide suitable amenity; d. minimise disruption to residents, recovery time and the need to rebuild structures after a flood event up to and including the defined flood event. 	<p>AO5.1 Development complies with the flood planning levels specified in Table 8.2.11.3.D. Note—If located in an area with no Council-derived flood levels such as an overland flow path, a Registered Professional Engineer Queensland with expertise in undertaking flood studies is to derive the applicable flood level and certify that the development meets the required flood planning levels in Table 8.2.11.3.D. The study is to demonstrate that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy.</p> <p>AO5.2 Development is:</p> <ul style="list-style-type: none"> a. not located in the: <ul style="list-style-type: none"> i. Brisbane River flood planning area 1, 2a, or 2b sub-categories; ii. Creek/waterway flood planning area 1 or 2 sub-categories; 	<p>Complies with PO5 The proposed development is located and designed to:</p> <ul style="list-style-type: none"> • Minimise the risk to people from flood hazard through the approved FERP and contained protocols, including early evacuation protocols and site closure ahead of and during flood events. • Minimise flood damage by securing any loose and buoyant items, elevating documents, training kits, and removing electrical equipment from buildings, in accordance with the approved FERP. • Provide a contextually appropriate amenity given the established use over the site and industrial nature of the surrounding area. • Minimise disruption to surrounding properties, recovery time, and need to rebuild structures

	<ul style="list-style-type: none"> iii. Overland flow flood planning area sub-category; or b. only located in these sub-categories if a Registered Professional Engineer Queensland with expertise in undertaking flood studies certifies that: <ul style="list-style-type: none"> i. the development design, siting and any mitigation measures will ensure the development is structurally adequate to resist hydrostatic, hydrodynamic and debris impact loads associated with flooding up to the defined flood event; and ii. the risk to people is managed to an acceptable level. 	<p>following a flood event, by elevating the building above the Defined Flood Event (above 9.7m AHD), and constructing it to be structurally safe to withstand the hydrostatic, hydrodynamic, and debris impact loads accordingly.</p>
<p>PO6 Development involving essential electrical services or a basement storage area is suitably located and designed to ensure public safety and minimise flood recovery and economic consequences of damage during a flood.</p>	<p>AO6.1 Development ensures that:</p> <ul style="list-style-type: none"> a. all areas containing essential electrical services comply with the flood planning levels in Table 8.2.11.3.D; or b. if a basement contains essential electrical services or a private basement storage area, the basement is a waterproof structure with walls and floors impermeable to the passage of water with all entry points and services located at or above the relevant flood planning level in Table 8.2.11.3.D. <p>Note—A basement storage area does not include a bike storage room, change room, building maintenance storage and non-critical electrical services.</p> <p>AO6.2 Development involving a basement that relies on a pumping solution to manage floodwater ingress or for dewatering after a flood provides a secondary pump system with a backup power source for the pump.</p>	<p>PO6 – Not Applicable The proposed development does not involve essential electrical services or a basement storage area.</p>

<p>PO7 Development does not directly or indirectly create a material adverse impact on flood behaviour or drainage on properties that are upstream, downstream or adjacent to the development.</p>	<p>A07.1 Development:</p> <ul style="list-style-type: none"> a. does not block, or divert floodwaters for any area affected by creek/waterway or overland flow flooding, excluding storm-tide flooding and Brisbane River flooding sources; or b. does not result in a material increase in flood level or hydraulic hazard on upstream, downstream or adjacent properties. <p>Note—Compliance with this acceptable solution can be demonstrated by the submission of a flood study by a Registered Professional Engineer of Queensland with expertise in undertaking flood studies demonstrating that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy.</p> <p>A07.2 Development retains existing overland flow paths and does not rely wholly on piped solutions to manage major flows.</p> <p>A07.3 Development which creates a new overland flow path or significantly modifies an existing overland flow path via earthworks does not materially worsen hydraulic hazard on the site from existing conditions. Note—Compliance with this acceptable solution can be demonstrated by the submission of a flood study by a Registered Professional Engineer of Queensland with expertise in undertaking flood studies demonstrating that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy.</p>	<p>Complies with PO7 The proposed development does not create a material adverse impact on flood behaviours or drainage to other properties.</p> <p>The FERP includes protocols to secure loose and buoyant items ahead of events to prevent damage, environmental hazard, or downstream impacts.</p>
<p>PO8 Development for filling or excavation in an area affected by creek/waterway flooding does not directly, indirectly or cumulatively cause any material increase in flooding or hydraulic hazard or involve significant redistribution of flood storage from high to lower areas in the floodplain.</p>	<p>A08 Development ensures that no filling or excavation greater than 100mm is located in the Creek/waterway flood planning area 1, 2 or 3 sub-categories if contained in the 5% AEP flood extent of any Creek/waterway flood planning area sub-category for which no waterway</p>	<p>PO8 – Not Applicable The proposed development does not involve filling or excavation.</p>

<p>Note—This can be demonstrated by undertaking earthworks in compliance with the Compensatory earthworks planning scheme policy. Note—This part of the code applies to all development other than a dwelling house and any secondary dwelling which involves filling or excavation, whether or not the development application comprises a separate development application for operational work involving filling or excavation.</p>	<p>corridor has been mapped in the Waterway corridors overlay.</p>	
<p>PO9 Development ensures that the building and site design:</p> <ul style="list-style-type: none"> a. maintains the conveyance capacity of existing overland flow paths and creek/waterways; b. ensures floodwaters and flood debris can pass predominantly unimpeded under a structure or building to minimise property or building damage, including for a flood larger than the defined flood event; c. mitigates flood impacts by ensuring that filling, excavation and location of services are designed to allow for the conveyance of floodwater across the site. <p>Note—The Flood planning scheme policy provides guidance on relevant considerations in determining minimum undercroft clearances and treatment of ground level in undercroft areas where floodwater conveyance is required underneath development.</p>	<p>AO9.1 Development involving a building undercroft in the Creek/waterway flood planning area sub-categories or the Overland flow flood planning area sub-category:</p> <ul style="list-style-type: none"> a. complies with the minimum building undercroft clearance requirements in Table 8.2.11.3.E; b. not located directly above any part of a waterway corridor as mapped in the Waterway corridors overlay. <p>AO9.2 Development involving a building undercroft in the Creek/waterway flood planning area sub-categories or the Overland flow flood planning area sub category:</p> <ul style="list-style-type: none"> a. has a ground level within the undercroft area that is free draining; b. does not involve excavation below ground level of more than 300mm within the undercroft area. 	<p>Complies with AO9.1</p> <ul style="list-style-type: none"> a. The proposed development involves an undercroft with a clearance of 6m above sealed surface area, exceeding the minimum clearance requirement. b. The proposed development is not located directly above any part of a waterway corridor. <p>Complies with PO9 The proposed development has been designed as an elevated structure with a significant undercroft clearance (including above the defined flood event level) to ensure that the conveyance capacity of existing overland flow paths, creeks, and waterways is maintained. These design features will further ensure floodwaters and flood debris can pass predominantly unimpeded under the building.</p> <p>There is no filling or excavation proposed as part of this change application. The proposed development will be connected to the existing services within the site.</p>
<p>PO10 Development for vulnerable uses, difficult to evacuate uses or assembly uses optimises vehicular access and efficient evacuation from the development to parts of the road network unaffected by flood hazard, in order to:</p>	<p>AO10 Development for vulnerable uses, difficult to evacuate uses or assembly uses:</p>	<p>Complies with PO10 The proposed development is for a vulnerable use/ difficult to evacuate use/assembly use.</p> <p>As outlined in the approved FERP, the development will evacuate ahead of any flood events, using</p>

<p>a. protect safety of users and emergency services personnel; b. support efficient emergency services access and site evacuation with consideration to the scale of development.</p> <p>Note—A flood risk assessment may be required to address the performance outcomes or acceptable solutions which deal with evacuation and isolation arrangements, and the ability to take refuge. The Flood planning scheme policy provides information for undertaking flood risk assessments.</p>	<p>a. is not isolated in any event up to the relevant flood planning level specified in Table 8.2.11.3.L and Table 8.2.11.3.D; or b. has direct vehicle access to a critical route or interim critical route in the Critical infrastructure and movement network overlay for evacuation in a flood; or c. can achieve vehicular evacuation to a suitable flood-free location.</p> <p>Note—A suitable flood-free location is of a size and nature sufficient to provide for the size and characteristics of the population likely to need evacuation to that area.</p>	<p>vehicular access and the road network. Early evacuation, and site closure during flood events will protect the safety of users and emergency services personnel; and ensure efficient site evacuation.</p>
<p>PO11 Development has access which, having regard to hydraulic hazard, provides for safe vehicular and pedestrian movement and emergency services access to adjoining roads.</p>	<p>AO11.1 Development provides an access or driveway into the site which is:</p> <ul style="list-style-type: none"> a. trafficable during the defined flood event; b. not located in the Creek/waterway flood planning area 1 sub-category; c. not located in the Overland flow flood planning area sub-category if the hydraulic hazard is unsafe in the defined flood event; d. the access or driveway is not inundated by a 10% AEP flood. <p>AO11.2 Development located in the Creek/waterway flood planning area 1, 2, 3 or 4 sub-categories locates any disabled access in the highest part of the site. Note—explanation of hydraulic hazard provided in the Flood planning scheme policy.</p>	<p>Complies with Overall Outcome (d) The proposed development is inaccessible during a 1% AEP flood event, as such the approved FERP is in place to ensure the efficient early evacuation of the site.</p> <p>Further protocols, including total site closure upon activation of the FERP and during the flood event are in place to avoid any isolation of people during a flood.</p>
<p>PO12 Development involving a new road, a bridge or culvert is designed to minimise impacts to flood behaviour, minimise disruption to traffic during a flood and allow for emergency access.</p>	<p>AO12 Development involving a new road complies with the flood planning levels in Table 8.2.11.3.F.</p>	<p>PO12 – Not Applicable The proposed development does not involve new road, a bridge or culvert.</p>
<p>PO13</p>	<p>AO13.1</p>	<p>PO13 – Not Applicable</p>

<p>Development for pedestrian and cyclist paths:</p> <ul style="list-style-type: none"> a. provides a suitable level of trafficability; b. manages the impacts of flooding on asset life and ongoing maintenance costs; c. balances route availability with recreational and transport connectivity benefits to the city. 	<p>Development for cyclist and pedestrian facilities other than on public roads, including those traversing through a park and adjacent to a watercourse and overland flow path, are located above the 39% AEP (2 year ARI) flood immunity from all flooding sources.</p> <p>Note—If the site is subject to more than one type of flooding, the requirement that affords the greatest level of protection will apply.</p> <p>AO13.2 All new on-road cyclist and pedestrian facilities comply with the flood planning levels and trafficability standards for the applicable category of road in Table 8.2.11.3.F or Table 8.2.11.3.K.</p>	<p>The proposed development does not involve a pedestrian or cyclist path.</p>
<p>PO14 Development which increases the residential population within the Brisbane River flood planning area sub-categories minimises the risk to people in all flood events with consideration to flood hazard, including warning time.</p>	<p>AO14 Development in the Brisbane River flood planning area sub-categories in areas where the 1% AEP flood level is greater than 12.8m AHD involving:</p> <ul style="list-style-type: none"> a. an increase in the number of residential dwellings; or b. additional residential lots <p>is not subject to an unsafe hydraulic hazard in the 0.2% AEP flood event.</p> <p>Note—Explanation of a hydraulic hazard is provided in the Flood planning scheme policy.</p>	<p>PO14 – Not Applicable The proposed development is not for a residential use, and will not result in an increase in the residential population.</p>
<p>Additional performance outcomes and acceptable outcomes for essential community infrastructure</p>		
<p>PO15 – Not Applicable The proposed development is not for essential community infrastructure.</p>		
<p>Additional performance outcomes and acceptable outcomes if development involves the processes in Table 8.2.11.3.H</p>		
<p>PO16 – Not Applicable The proposed development does not involve any of the processes described in Table 8.2.11.3.H.</p>		
<p>Additional performance outcomes and acceptable outcomes for reconfiguring a lot</p>		
<p>PO17 & PO18 – Not Applicable</p>		

The proposed development does not involve reconfiguring a lot.

8.2.13 Industrial amenity overlay code**8.2.13.2 Purpose**

1. The purpose of the Industrial amenity 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 3: Brisbane's clean and green leading environmental performance and Element 3.2—Brisbane's environmental quality and sustainable design;
 - iii. Theme 4: Brisbane's highly effective transport and infrastructure networks and Element 4.2 — Brisbane's other infrastructure networks;
 - iv. Theme 5: Brisbane's CityShape and Element 5.2 — Brisbane's Major Industry Areas.
 - b. Provide for the assessment of the suitability of development of land within the Industrial amenity overlay considering the health and wellbeing of occupants.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development protects Brisbane's industrial areas to ensure their integrity and effective operation.
 - b. Development for new premises within the Industrial hazard investigation area sub-category is compatible with existing declared major hazard facilities and facilities storing 10% or more than the major hazard facilities quantity threshold and does not adversely impact on the continued operation of those existing uses.
 - c. Development for a sensitive use within the Industrial amenity investigation area sub-category is compatible with nearby existing uses that have the potential for off-site air or noise emissions and does not adversely impact on the continued operation of those existing uses.

8.2.13.3 Performance outcomes and acceptable outcomes**Table 8.2.13.3.A—Performance outcomes and acceptable outcomes**

Performance outcomes	Acceptable outcomes	Comments
Section A—If in the Industrial amenity investigation area sub-category		
PO1 Development of sensitive uses outside of sensitive zones is prevented from encroaching upon land in the Industry zones category.	AO1 Development for a sensitive use is located no closer than: (a) 250m to an Industry zone, General industry B zone precinct boundary; (b) 500m to an Industry zone, General industry C zone precinct boundary; (d) 1500m to a Special industry zone boundary.	Complies with Overall Outcomes (a) & (c); (b) is not applicable The proposed development provides for the continued use of the site as the training grounds for workers engaged in constructing and maintaining high-voltage electricity transmission infrastructure, and is a use more appropriately located within an industrial zone (rather than a residential, commercial etc. zone), noting it relies on people having access to inactive high

		<p>voltage electricity transmission infrastructure; infrastructure that is more akin to industry and unsightly with adverse amenity impacts on non-industrial uses within other zones. Whilst defined as an Educational Establishment, a sensitive land use, the operational nature of the proposed development aligns the proposed land use with industrial qualities, rather than typical characteristics of a sensitive use, and the use is limited to a training facility only. The nature of the proposed activities is such that they would be incompatible with any area outside of an industrial zone.</p> <p>Further, the proposed development does not result in new encroachment into an industrial area, with the existing use of the site as a training facility having been established for over 40 years. As demonstrated by the established continuous use of the site for linesman training, the proposed development is compatible with nearby existing uses and will not adversely impact on their continued operation, including the Urban Utilities Oxley Creek Water Reclamation Plant.</p> <p>The site is also unsuitable for other typical industrial development due to its significant constraints, namely flood and ecological values. As such, the proposed development protects these values and minimizes further risk on the site or off-site impacts from these constraints which in turn ensures the integrity and effective operation of the surrounding industrial area.</p>
<p>PO2 Development is located, designed and constructed to achieve the air quality (planning) criteria in Table 8.2.13.3.B, odour criteria in Table 8.2.13.3.C and health risk criteria in Table 8.2.13.3.D.</p>	<p>AO2 Development for a sensitive use is located no closer than the distance stated in Table 8.2.13.3.G.</p>	<p>Complies with Overall Outcomes (a) & (c); (b) is not applicable</p> <p>Refer to the above response.</p>

<p>Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>		
<p>PO3 Development is located, designed and constructed to achieve the noise (planning) criteria in Table 8.2.13.3.E to protect the development from adverse noise impacts. Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p>A03 Development for a sensitive use is located no closer than: d. 150m to a medium impact industry A or sewage treatment plant; e. 250m to a medium impact industry B, waste transfer station or landfill; f. 500m to a high impact industry or special industry.</p>	<p>Complies with PO3 The proposed development will not be subject to adverse noise impacts that are not already known, as the site already operates a training facility. Regarding the noise (planning) criteria in Table 8.2.13.3.E, the proposed development does not involve any sleeping areas or habitable rooms.</p>
<p>Section B—If in the Industrial hazard investigation area sub-category</p>		
<p>PO4 – Not Applicable The site is not in the Industrial hazard investigation area sub-category.</p>		

8.2.18 Road hierarchy overlay code

8.2.18.3 Performance outcomes and acceptable outcomes

Table 8.2.18.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
<p>PO1 Development ensures that:</p> <ul style="list-style-type: none"> b. vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: <ul style="list-style-type: none"> a. the road hierarchy shown on the Road hierarchy overlay map; b. public transport operations; c. pedestrian and cyclist movement; c. the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas; d. site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation. 	<p>AO1.1 Development ensures that an access driveway is provided from:</p> <ul style="list-style-type: none"> g. a minor road; h. a district road or suburban road if the development has high traffic-generating potential. 	<p>Complies with AO1.1 The proposed development will maintain the approved access from Donaldson Road, a minor road.</p>
	<p>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.</p>	<p>Complies with AO1.2 The proposed development’s access driveway is not provided to or from a primary freight route.</p>
	<p>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.</p>	<p>Complies with AO1.3 The proposed development provides access from Donaldson Road, the only and lowest order road to which the stie has frontage.</p>
	<p>AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.</p>	<p>AO1.4 – Not Applicable The proposed development does not involve access to and from a major road.</p>
	<p>AO1.5</p>	<p>AO1.5 – Not Applicable</p>

	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.	The proposed development does not have an abutting site that only has frontage to an arterial road.
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.	<p>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.</p> <p>AO2.2 Development mitigates an impact on the road hierarchy if the development:</p> <ol style="list-style-type: none"> is for a major development; or involves an access driveway to a major road; or involves an access driveway within 100m of a signalised intersection. <p>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.</p>	<p>Complies with AO2.1 The proposed development will not generate a significant increase in traffic, and will remain consistent with the road hierarchy classification, function and expected traffic flows for the area. Refer to the Traffic Impact Statement.</p> <p>AO2.2 – Not Applicable The proposed development is not for a major development, involving an access driveway to a major road, or involving an access driveway within 100m of a signalised intersection.</p>
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.	AO3 No acceptable outcome is prescribed.	PO3 – Not Applicable The site is not identified for any extension, expansion and/or widening of the existing and/or future road network.
PO3A Development provides for the payment of extra trunk infrastructure costs for the following: <ol style="list-style-type: none"> for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; 	AO3A No acceptable outcome is prescribed.	<p>PO3A – Not Applicable</p> <p>a. Not Applicable – The site of the proposed development is completely within the Priority Infrastructure Area.</p> <p>b. Not Applicable –</p> <ol style="list-style-type: none"> Trunk infrastructure will not be provided earlier than planned in the LGIP.

<p>b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:</p> <ul style="list-style-type: none"> i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; iii. other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. <p>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.</p> <p>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.</p>		<ul style="list-style-type: none"> ii. The proposed development will not require long term infrastructure for the road network which is not assumed future urban development. iii. The proposed development will not require other infrastructure for the road network which is not assumed future urban development.
<p>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</p>		
<p>PO4 – Not Applicable The site is not in or adjacent to the District road, Suburban road or Arterial road sub-categories of the overlay.</p>		
<p>Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy</p>		
<p>PO5 – PO8 – Not Applicable The proposed development is not for reconfiguring a lot.</p>		

8.2.20 Streetscape hierarchy overlay code**8.2.20.3 Performance outcomes and acceptable outcomes****Table 8.2.20.3.A—Performance outcomes and acceptable outcomes**

Performance outcomes	Acceptable outcomes	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street 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 has an existing verge width of approx. 5m, this is greater than the 3.75m required for an industrial street in Table 8.2.20.3.B. There is no streetscape locality advice provided for Rocklea. The streetscape aligns with road corridor design standards, taking into consideration the site is on a minor road in an industrial area.
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 development does not involve the removal of any vegetation. Complies with PO2 The proposed development is not of a scale that warrants upgrades to existing treatment.
Section B—If for assessable development		
PO3	AO3.1 Development ensures that a corner land dedication is provided:	AO3.1 – Not Applicable The site is not identified for a corner land dedication.

<p>Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map:</p> <ul style="list-style-type: none"> i. facilitates a high level of pedestrian movement and activity; j. enforces the sense of arrival to individual precincts and major connections; k. provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm. 	<ul style="list-style-type: none"> 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. <p>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.</p>	<p>AO3.2 – Not Applicable The site is not identified for a corner land dedication.</p> <p>AO3.3 – Not Applicable The site is not identified for a corner land dedication.</p>
<p>If in or on a site adjoining the Wildlife movement solution sub-category</p>		
<p>PO4 – Not Applicable The site is not in or adjoining the Wildlife movement solution sub-category.</p>		

9.4.4 Infrastructure design code

9.4.4.3 Performance outcomes and acceptable outcomes

Table 9.4.4.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<p>PO1 Development provides roads, pavement, edging and landscaping which:</p> <ul style="list-style-type: none"> a. are designed and constructed in accordance with the road hierarchy; b. provide for safe travel for pedestrians, cyclists and vehicles; c. provide access to properties for all modes; d. provide utilities; e. provide high levels of aesthetics and amenity, improved liveability and future growth; f. provide for the amelioration of noise and other pollution; g. provide a high-quality streetscape; h. provide a low-maintenance asset with a minimal whole-of-life cost. <p>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.</p>	<p>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.</p>	<p>Complies with PO1 The proposed development will maintain the existing roads, pavement, edging and landscaping which are of an appropriate standard for the road hierarchy in the context of the proposed and existing use, and surrounding industrial area.</p>
<p>PO2 Development provides road pavement surfaces which:</p> <ul style="list-style-type: none"> a. are well designed and constructed; b. durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles; 	<p>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.</p>	<p>Complies with PO2 The proposed development maintains the existing road pavement surfaces within and adjoining the site, which are designed and constructed to an appropriate standard.</p> <p>Additional sealed areas are proposed for carparking areas associated with the training facility. This surface</p>

<p>c. ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of stormwater run-off and the preservation of all-weather access; d. allows for reasonable travel comfort.</p>		<p>will be sufficiently durable to carry the wheel loads of the intended types and numbers of travelling and parked vehicles.</p> <p>The proposed development will maintain the established safe passage of vehicles, pedestrians and cyclist, and will manage the discharge of stormwater run-off and preservation of all-weather access. The proposed development will allow for reasonable travel comfort expected for the site and local area.</p>
<p>PO3 Development provides a pavement edge which is designed and constructed to:</p> <ul style="list-style-type: none"> a. control vehicle movements by delineating the carriageway for all users; b. provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids. 	<p>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.</p>	<p>Complies with PO3 The proposed development will maintain existing pavement edges, which will delineate the carriageway for all users. Pavement edges around carparking areas will allow for safe passage of wheelchairs and other mobility aids.</p>
<p>PO4 Development provides verges which are designed and constructed to:</p> <ul style="list-style-type: none"> a. provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; b. provide a sufficient area for public utility services; c. be maintainable by the Council. 	<p>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.</p>	<p>Complies with PO4 The proposed development will maintain the site's existing verge, will provide a sufficient area for public utility services and be maintainable by Council. With consideration to the local context, pedestrian access and activity in the verge is unanticipated, and will be shared with the vehicular access onto the property where required. The verge is clear of obstructions that will improve visibility for pedestrians and vehicles alike.</p>
<p>PO5 Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which:</p> <ul style="list-style-type: none"> a. allows equitable access for all modes; b. is safe and secure; c. has 24-hour access; d. is a low-speed shared zone environment; e. has a high-quality streetscape. 	<p>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.</p>	<p>PO5 – Not Applicable The proposed development does not involve a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan.</p>

<p>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:</p> <ul style="list-style-type: none"> c. an effective, high-quality paved roadway; d. an effective, high-quality roadway kerb and channel; e. safe, high-quality vehicle crossings over channels and verges; f. safe, accessible, high-quality verges compatible and integrated with the surrounding environment; g. safe vehicle access to the site that enables ingress and egress in a forward gear; h. provision of and required alterations to public utilities; i. effective drainage; j. appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals. 	<p>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:</p> <ul style="list-style-type: none"> g. concrete kerb and channel; h. forming and grading to verges; i. crossings over channels and verges; j. a constructed bikeway; k. a constructed verge or reconstruction of any damaged verge; l. construction of the carriageway; m. payment of costs for required alterations to public utility mains, services or installations; n. construction of and required alterations to public utility mains, services or installations; o. drainage works; p. installation of electrical conduits. 	<p>Complies with PO6 The proposed development will maintain the already provided infrastructure at the frontage of the site, which is deemed to be of an appropriate urban standard for the site and local industrial area.</p>
<p>PO7 Development provides both cycle and walking routes which:</p> <ul style="list-style-type: none"> • are located, designed and constructed to their network classification (where applicable); • provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes; • provide safe and comfortable access to properties for pedestrians and cyclists; • incorporate water sensitive urban design into stormwater drainage; • provide for utilities; • provide for a high level of aesthetics and amenity, improved liveability and future growth; 	<p>AO7 Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-road pathway design standards in the Infrastructure design planning scheme policy.</p>	<p>Complies with PO7 The proposed development will maintain the existing cycle and walking routes in proximity of the site.</p>

<ul style="list-style-type: none"> • are a low-maintenance asset with a minimal whole-of-life cost; • minimise the clearing of significant native vegetation. <p>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.</p>		
<p>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.</p>	<p>AO8.1 Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy.</p> <p>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.</p>	<p>Complies with PO8 The proposed development will provide refuse and recycling collections, separation and storage as established by the existing use of site. The management of waste will not result in adverse impacts on building occupants, neighbouring properties or the public realm, particularly as the use will not result in a significant generation of waste.</p>
<p>PO9 Development ensures that:</p> <ul style="list-style-type: none"> c. land used for an urban purpose is serviced adequately with regard to water supply and waste disposal; d. the water supply meets the stated standard of service for the intended use and fire-fighting purposes. 	<p>AO9.1 Development ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced.</p> <p>AO9.2 Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor—retailer.</p>	<p>Complies with AO9.1 The site has established connections to the reticulated water and sewerage distribution system. These will be connected to the new building before the use commences.</p> <p>Complies with AO9.2 The site has established connections to the reticulated water and sewerage distribution system which are of a standard acceptable to the distributor—retailer.</p>
<p>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.</p>	<p>AO10.1 Development provides public utilities and street lighting which are located and aligned to:</p> <ul style="list-style-type: none"> a. avoid significant native vegetation and areas identified within the Biodiversity areas overlay map; b. minimise earthworks; 	<p>PO10 – Not Applicable The proposed development does not involve public utilities or street lighting.</p>

	<p>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.</p> <p>Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy.</p> <p>AO10.2 Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services.</p> <p>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.</p>	
<p>PO11 Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply.</p>	<p>AO11 Development provides land with the following services to the standards of the approved supplier:</p> <ul style="list-style-type: none"> a. electricity; b. telecommunications services; c. gas service where practicable. 	<p>Complies with AO11 The site has existing electricity and telecommunications services, which will be utilised to connect the proposed development to these networks. There is no gas connections provided to site or required by the proposed development.</p>
<p>PO12 Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city.</p>	<p>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:</p> <ul style="list-style-type: none"> 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 	<p>PO12 – Not Applicable The proposed development is not for a major public project.</p>

	<p>d. there is a clear gap in the bandwidth available to the area.</p> <p>Editor's note—An accurate, digital 'as built' three-dimensional location plan is to be supplied for all infrastructure provided in a road.</p>	
<p>PO13 Development provides public art identified in a neighbourhood plan or park concept plan which:</p> <ul style="list-style-type: none"> c. is provided commensurate with the status and scale of the proposed development; d. is sited and designed: <ul style="list-style-type: none"> a. as an integrated part of the project design; b. as conceptually relevant to the context of the location; c. to reflect and respond to the cultural values of the community; d. to promote local character in a planned and informed manner. 	<p>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.</p>	<p>PO13 – Not Applicable The proposed development does not involve public art identified in a neighbourhood plan or park concept plan.</p>
<p>PO14 Development provides signage of buildings and spaces which promote legibility to help users find their way.</p>	<p>AO14 Development provides public signage:</p> <ul style="list-style-type: none"> 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. <p>Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law).</p>	<p>Complies with PO14 The proposed development will provide signage of buildings and spaces to promote legibility where required.</p>
<p>PO15 Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose.</p>	<p>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.</p>	<p>Complies with PO15 The proposed development provides a community facility, Educational Establishment (Training Facility) that is functional, safe, low maintenance, and fit for purpose for the activities to be carried out.</p>
<p>PO16</p>	<p>AO16</p>	<p>PO16 – Not Applicable</p>

<p>Development provides public toilets which:</p> <ul style="list-style-type: none"> a. are required as part of a community facility or park; b. are located, designed and constructed to be: <ul style="list-style-type: none"> a. safe; b. durable; c. resistant to vandalism; d. able to service expected demand; e. fit for purpose. 	<p>Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy.</p>	<p>The proposed development does not involve public toilets.</p>
<p>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:</p> <ul style="list-style-type: none"> 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. <p>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.</p>	<p>AO17 Development that provides bridges, tunnels, elevated structures and water access structures is designed and constructed in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p>PO18 – Not Applicable The proposed development does not involve bridges, tunnels, elevated structures and water access structures.</p>
<p>PO18 Development provides culverts which are designed and constructed using proven methods, materials and technology to provide for:</p> <ul style="list-style-type: none"> 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; 	<p>AO18 Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.</p>	<p>PO18 – Not Applicable The proposed development does not involve culverts.</p>

<p>h. minimal adverse impacts, such as increase in water levels or flow velocities, and significant change of flood patterns.</p> <p>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.</p>		
<p>PO19 Development provides batters, retaining walls, and seawalls and river walls which are designed and constructed using proven methods, materials and technology to provide for:</p> <ul style="list-style-type: none"> 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. <p>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.</p>	<p>AO19 Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.</p>	<p>PO19 – Not Applicable The proposed development does not involve batters, retaining walls, seawalls or river walls.</p>
<p>If for development with a gross floor area greater than 1,000m²</p>		
<p>PO20 – PO22 – Not Applicable The proposed development has a gross floor area less than 1,000m².</p>		
<p>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</p>		
<p>PO23 & PO24 – Not Applicable The proposed development does not involve a 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.</p>		
<p>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</p>		
<p>PO25 – Not Applicable The proposed development is not for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System.</p>		

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 – Not Applicable

The proposed development will not potentially impact on major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System.

9.4.9 Stormwater code

9.4.9.3 Performance outcomes and acceptable outcomes

Table 9.4.9.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<p>Section A—If for a material change of use, reconfiguring a lot, operational work or building work Note—Compliance with the performance outcomes and acceptable outcomes in this section should be demonstrated by the submission of a site-based stormwater management plan for high risk development only.</p>		
<p>PO1 Development provides a stormwater management system which achieves the integrated management of stormwater to:</p> <ul style="list-style-type: none"> a. minimise flooding; b. protect environmental values of receiving waters; c. maximise the use of water sensitive urban design; d. minimise safety risk to all persons; e. maximise the use of natural waterway corridors and natural channel design principles. <p>Editor’s note—The stormwater management system to be developed to address PO1 is not intended to require management of stormwater quality.</p>	<p>AO1 Development provides a stormwater management system designed in compliance with the Infrastructure design planning scheme policy.</p>	<p>Complies with PO1 The proposed development will connect into the existing stormwater drainage system within the easement.</p>
<p>PO2 Development ensures that the stormwater management system and site work does not adversely impact flooding or drainage characteristics of premises which are up slope, down slope or adjacent to the site.</p>	<p>AO2.1 Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises.</p> <p>AO2.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p>Complies with AO2.1 The proposed development does not result in a material intensification of the site and does not result in an increase in flood level or flood hazard on adjacent premises. Refer to the Flood Assessment Report.</p> <p>Complies with PO1 The proposed development will connect into the existing stormwater drainage system within the easement.</p>

<p>PO3 Development ensures that the stormwater management system does not direct stormwater run-off through existing or proposed lots and property where it is likely to adversely affect the safety of, or cause nuisance to properties.</p>	<p>A03.1 Development ensures that the location of the stormwater drainage system is contained within a road reserve, drainage reserve, public pathway, park or waterway corridor.</p> <p>A03.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.</p> <p>A03.3 Development obtains a lawful point of discharge in compliance with the standards in the Infrastructure design planning scheme policy.</p> <p>A03.4 Where on private land, all underground stormwater infrastructure is secured by a drainage easement.</p>	<p>Complies with PO3 The proposed development will connect into the existing stormwater drainage system within the easement.</p>
<p>PO4 Development provides a stormwater management system which has sufficient capacity to safely convey run-off taking into account increased run-off from impervious surfaces and flooding in local catchments.</p>	<p>A04.1 Development provides a stormwater conveyance system which is designed to safely convey flows in compliance with the standards in the Infrastructure design planning scheme policy.</p> <p>A04.2 Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy.</p>	<p>Complies with PO4 The proposed development will connect into the existing stormwater drainage system within the easement. The proposed development is not of a scale whereby impervious areas on the site are significantly increased.</p>
<p>PO5 Development designs stormwater channels, creek modification works, bridges, culverts and major drains to protect and enhance the value of the waterway corridor or drainage path for fauna movement.</p>	<p>A05 Development ensures the design of stormwater channels, creek modifications or other infrastructure, permits terrestrial and aquatic fauna movement.</p>	<p>PO5 – Not Applicable The proposed stormwater drainage system does not interfere with waterway corridors or areas for fauna movement.</p>

<p>PO6 Development ensures that location and design of stormwater detention and water quality treatment:</p> <ul style="list-style-type: none"> a. minimises risk to people and property; b. provides for safe access and maintenance; c. minimises ecological impacts to creeks and waterways. 	<p>AO6.1 Development locates stormwater detention and water quality treatment:</p> <ul style="list-style-type: none"> a. outside of a waterway corridor; b. offline to any catchment not contained within the development. <p>AO6.2 Development providing for stormwater detention and water quality treatment devices are designed in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p>PO6 – Not Applicable The proposed development does not involve stormwater detention and water quality treatment.</p>
<p>PO7 Development is designed, including any car parking areas and channel works to:</p> <ul style="list-style-type: none"> a. reduce property damage; b. provide safe access to the site during the defined flood event. 	<p>AO7.1 Development (including any ancillary structures and car parking areas) is located above minimum flood immunity levels in Table 9.4.9.3.B, Table 9.4.9.3.C, Table 9.4.9.3.D, Table 9.4.9.3.E and Table 9.4.9.3.F. Note—Compliance with this acceptable outcome can be demonstrated by the submission of a hydraulic and hydrology report identifying flood levels and development design levels (as part of a site-based stormwater management plan).</p> <p>AO7.2 Development including the road network provides a stormwater management system that provides safe pedestrian and vehicle access in accordance with the standards in the Infrastructure design planning scheme policy.</p>	<p>Complies with PO7 The proposed development is designed to reduce property damage with an elevated building to improve flood immunity.</p> <p>As shown in the Flood Assessment Report, access is cut off during a defined flood event. To ensure the safety of people and property on site development will be carried in accordance with approved Flood Emergency Response Plan.</p>
<p>PO8 Development designs stormwater channels, creek modification works and the drainage network to protect</p>	<p>AO8.1 Development ensures natural waterway corridors and drainage paths are retained.</p> <p>AO8.2</p>	<p>PO8 – Not Applicable The proposed development does not involve stormwater channels, creek modification works or works to the drainage network that relate to a waterway corridor or drainage path.</p>

<p>and enhance the environmental values of the waterway corridor or drainage path.</p>	<p>Development provides the required hydraulic conveyance of the drainage channel and floodway, while maximising its potential to maximise environmental benefits and minimise scour. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.</p> <p>AO8.3 Development provides stormwater outlets into waterways, creeks, wetlands and overland flow paths with energy dissipation to minimise scour in compliance with the standards in the Infrastructure design planning scheme policy.</p> <p>AO8.4 Development ensures that the design of modifications to the existing design of new stormwater channels, creeks and major drains is in compliance with the standards in the Infrastructure design planning scheme policy.</p>	
<p>PO9 Development is designed to manage run-off and peak flows by minimising large areas of impervious material and maximising opportunities for capture and re-use.</p>	<p>AO9 No acceptable outcome is prescribed.</p>	<p>Complies with PO9 The proposed development does not result in large areas of impervious material, with the proposed works being minor in scale for a small training facility and sealed carparking area.</p>
<p>PO10 Development ensures that there is sufficient site area to accommodate an effective stormwater management system. Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.</p>	<p>AO10 No acceptable outcome is prescribed.</p>	<p>PO10 – Not Applicable The proposed development will connect into the existing stormwater drainage system within the easement.</p>
<p>PO11 Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the:</p>	<p>AO11.1 Development with up-slope external catchment areas provides a drainage connection sized for ultimate catchment conditions that is directed to a lawful point of discharge.</p>	<p>Complies with AO11.1 The existing stormwater easement within the site provides a drainage connection for up-slope external catchment areas. A lawful point of discharge is confirmed via the existing swale that connects to Oxley Creek.</p>

<ul style="list-style-type: none"> a. existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades; b. safe management of stormwater discharge from existing and future up-slope development; c. implication for adjacent and down-slope development. 	<p>AO11.2 Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Infrastructure design planning scheme policy.</p>	<p>AO11.2 – Not Applicable The proposed development does not require undersized stormwater infrastructure upgrades.</p>
<p>PO12 Development provides stormwater infrastructure which:</p> <ul style="list-style-type: none"> a. remains fit for purpose for the life of the development and maintains full functionality in the design flood event; b. can be safely accessed and maintained cost effectively; c. ensures no structural damage to existing stormwater infrastructure. 	<p>AO12.1 The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.</p> <p>AO12.2 Development provides a clear area with a minimum of 2m radius from the centre of an existing manhole cover and with a minimum height clearance of 2.5m.</p>	<p>Complies with PO12 The proposed development will connect into the existing stormwater drainage system within the easement.</p>
<p>PO13 Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect:</p> <ul style="list-style-type: none"> a. the environmental values and water quality objectives of waters; b. waterway hydrology; c. the maintenance and serviceability of stormwater infrastructure. <p>Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome.</p>	<p>AO13 No acceptable outcome is prescribed.</p>	<p>Complies with PO13 The proposed development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities.</p>
<p>PO14 Development ensures that:</p>	<p>AO14 No acceptable outcome is prescribed.</p>	<p>Complies with PO14 The proposed development will not result in the unnecessary disturbance to soil, waterways or</p>

<ul style="list-style-type: none"> a. unnecessary disturbance to soil, waterways or drainage channels is avoided; b. all soil surfaces remain effectively stabilised against erosion in the short and long term. 		<p>drainage channels, and all soil surfaces will remain effectively stabilized against erosion.</p>
<p>PO15 Development does not increase:</p> <ul style="list-style-type: none"> • the concentration of total suspended solids or other contaminants in stormwater flows during site construction; • run-off which causes erosion either on site or off site. 	<p>AO15 No acceptable outcome is prescribed.</p>	<p>Complies with PO15 The proposed development will not increase the concentration of total suspended solids or other contaminants in stormwater flows during site construction and/or run-off which causes erosion either on site or off site.</p>
<p>Section B—Additional performance outcomes and acceptable outcomes which apply to high-risk development, being one or more of the following:</p> <ul style="list-style-type: none"> a. a material change of use for an urban purpose which involves greater than 2,500m² of land that: <ul style="list-style-type: none"> i. will result in an impervious area greater than 25% of the net developable area; or ii. will result in 6 or more dwellings. b. reconfiguring a lot for an urban purpose that involves greater than 2,500m² of land and will result in 6 or more lots; c. operational work for an urban purpose which involves disturbing greater than 2,500m² of land. 		
<p>PO16 – PO17 – Not Applicable The proposed development does not involve an area greater than 2,500m² of land, and will not result in an impervious area greater than 25% of the net developable area or 6 or more dwellings. While the site exceeds this, the area of works is approximately 1,700m².</p>		
<p>Section C—Additional performance outcomes and acceptable outcomes for assessable development for a material change of use or reconfiguring a lot</p>		
<p>PO18 Development protects stormwater infrastructure to ensure the following are not compromised:</p> <ul style="list-style-type: none"> a. the long term infrastructure for the stormwater network in the Long term infrastructure plans; b. the existing and planned infrastructure for the stormwater network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the stormwater network which: 	<p>AO18 Development protects stormwater infrastructure in compliance with the following:</p> <ul style="list-style-type: none"> a. for long term infrastructure for the stormwater network, the Long term infrastructure plans; b. for existing and planned infrastructure for the stormwater network, the Local government infrastructure plan; c. the standards for stormwater drainage in the Infrastructure design planning scheme policy. 	<p>Complies with AO18 The proposed development protects existing stormwater infrastructure and will deliver necessary stormwater infrastructure in accordance with the relevant policy.</p>

<ul style="list-style-type: none"> i. is required to service the development or an existing and future urban development in the planning scheme area; or ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. <p>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.</p>		
<p>PO19 Development provides for the payment of extra trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the stormwater network which is made necessary by development that is not assumed future urban development; iii. other infrastructure for the stormwater network associated with development that is not assumed future urban development which is made necessary by the development. <p>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.</p> <p>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.</p>	<p>AO19 No acceptable outcome is prescribed.</p>	<p>PO19 – Not Applicable</p> <ul style="list-style-type: none"> a. Not Applicable – The site of the proposed development is completely within the Priority Infrastructure Area. b. Not Applicable – <ul style="list-style-type: none"> i. Trunk infrastructure will not be provided earlier than planned in the LGIP. ii. The proposed development will not require long term infrastructure for the stormwater network which is not assumed future urban development. iii. The proposed development will not require other infrastructure for the stormwater network which is not assumed future urban development.