

Mt Gravatt Corridor Neighbourhood Plan Code

Table 7.2.13.10.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	MNG LandPartners Pty Ltd Response
Building height		
<p>PO1</p> <p>Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:</p> <ol style="list-style-type: none"> consistent with anticipated density and assumed infrastructure demand; aligned to community expectations about the number of storeys to be built; proportionate to and commensurate with the utility of the site area and frontage width; designed to avoid significant and undue adverse amenity impact to adjoining development; sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites. <p>Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular.</p> <p>Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.</p>	<p>AO1.1</p> <p>Development complies with the building height in Table 7.2.13.10.3.B.</p> <p>Note—Neighbourhood plans will mostly specify a maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify the height in metres. Development must comply with both parameters where maximum number of storeys and the height in metres are specified.</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only which are to be created over previously approved/constructed driveways and access crossovers. No changes to the approved buildings are proposed as part of the change.</p>
<p>PO2</p> <p>Development ensures building setbacks and design:</p> <ol style="list-style-type: none"> create a uniform building line consistent with the intended character of the streetscape; 	<p>AO2</p> <p>Development has minimum front, side and rear boundary setbacks in accordance with Table 7.2.13.10.3.C.</p>	<p>Not Applicable.</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved building setbacks or design.</p>

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<ul style="list-style-type: none"> b. ensure existing and future buildings are well separated from each other; c. allow reasonable access to sunlight for neighbouring dwellings and their open spaces; d. allow air circulation and access to breezes for neighbouring dwellings; e. maintain the privacy of adjoining residents. 		
<p>PO3</p> <p>Development includes a mix of non residential and residential land uses that provide the level of activity needed to support the role and function of each sub-precinct.</p>	<p>A03</p> <p>Development provides a land use mix that complies with Table 7.2.13.10.3.D.</p>	<p>Not Applicable.</p> <p>The proposed change relates to the incorporation of access easements only. No changes are sought to the existing approved land use.</p>
<p>PO4</p> <p>Development ensures building heights and setbacks protect the character, privacy and amenity of adjoining residential areas through:</p> <ul style="list-style-type: none"> a. transitions between higher and lower rise residential areas by stepping down in height and scale at site boundaries; b. sympathetic built form along the interface that does not create an overbearing appearance or significantly impact on the privacy and amenity of adjoining residences; c. landscaped buffers and screens. 	<p>AO4.1</p> <p>For development with a side boundary to a residential area not within the Upper Mt Gravatt, Mt Gravatt central, Logan Road or Kessels Road precincts:</p> <ul style="list-style-type: none"> a. building height is no more than 2 storeys within 10m of the common property boundary; b. building height is no more than 4 storeys within 10m to 20m of the common property boundary; c. development is set back a minimum of 4m from the common property boundary; d. the total straight length of any wall does not exceed 25m. 	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved built form or land uses.</p>
	<p>AO4.2</p> <p>Development with a rear boundary to land in a zone in the residential zones category, not within the Upper Mt Gravatt precinct (Mt Gravatt corridor neighbourhood plan/NPP-001), Mt Gravatt central precinct (Mt Gravatt corridor neighbourhood plan/NPP-002), Logan Road</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved built form or land uses.</p>

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	<p>precinct (Mt Gravatt corridor neighbourhood plan/NPP-003) or Kessels Road precinct (Mt Gravatt corridor neighbourhood plan/NPP-004), ensures:</p> <ul style="list-style-type: none"> a. any building is set back a minimum of 10m from the rear boundary; b. deep planting is incorporated along the rear boundary and includes mature trees of a type consistent with the locality, planted at intervals that will ensure a significant level of screening between the development and the adjoining land where in a zone in the residential zones category. 	
<p>PO5</p> <p>Development:</p> <ul style="list-style-type: none"> a. creates an integrated pedestrian and cyclist network that provides direct access to public transport routes, activity centres and public open space; b. provides arcades of a scale, width, design and tenure that reflect their function and location. 	<p>A05</p> <p>Development ensures bin collection, car parking and service driveways are not located within, or adjacent to arcades.</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. Arcades are not required or proposed.</p>
<p>PO6</p> <p>Development provides for the widening of streets to enable safe and efficient regional, city and local transport networks.</p>	<p>A06</p> <p>Development:</p> <ul style="list-style-type: none"> a. provides land for new Council roads, cycleways, road widening and upgrades; b. is sited and designed so as to not prejudice the ultimate road corridor upgrade indicated in Figure g. <p>Note—The ultimate width of roads is determined by the Infrastructure design planning scheme policy.</p>	<p>Not Applicable</p> <p>The subject site is located at the intersection of Mains Road and Kessels Road which is a State-controlled intersection that has been subject to significant upgrades over time. As such land for new Council roads, cycleways, road widenings or upgrades is not required.</p>

Performance outcomes	Acceptable outcomes	MNG LandPartners Pty Ltd Response
<p>PO7</p> <p>Development provides a range of open space and recreational opportunities to meet the needs of the community.</p>	<p>A07</p> <p>Development incorporates future parks in accordance with Figure a and Figure d and which are designed in accordance with the Infrastructure design planning scheme policy.</p>	<p>Not Applicable</p> <p>Figure a and Figure d do not identify future park on the subject premises.</p>
<p>PO8</p> <p>Development ensures access and servicing does not compromise the function of arterial roads and future Queensland government road upgrades.</p>	<p>A08.1</p> <p>Development does not provide additional vehicular access and servicing from Kessels Road, Mt Gravatt-Capalaba Road or Logan Road where alternative access is available.</p>	<p>Complies</p> <p>No new access points are proposed. All vehicular access to the site is to be achieved via the existing left-in, left-out crossover points to Mains Road and Kessels Road.</p>
	<p>A08.2</p> <p>Development which adjoins a site with a frontage to Kessels Road, Mt Gravatt-Capalaba Road or Logan Road that has no alternative access other than to these roads, provides access (including manoeuvring space) for the future development of that adjoining site via the development site's main access point. Note—Easements are created over shared vehicular access ways to all adjoining owners and where Council determines these are to serve more than an individual development and property.</p>	<p>Complies</p> <p>No new access points are proposed. All vehicular access to the site is to be achieved via the existing left-in, left-out crossover points to Mains Road and Kessels Road.</p>
<p>If in a core sub-precinct or mixed use frame sub-precinct</p>		
<p>PO9</p> <p>Development involving non-residential and mixed use development:</p> <ul style="list-style-type: none"> a. includes a podium design that: <ul style="list-style-type: none"> i. avoids the creation of a canyon of buildings along streets; 	<p>A09.1</p> <p>Development ensures buildings incorporate a podium and tower form as specified in Figure e.</p>	<p>Not Applicable</p> <p>The premises are not included in a core sub-precinct or mixed use frame sub-precinct.</p>
	<p>A09.2</p> <p>Development ensures podium heights are a minimum of 2 storeys.</p>	<p>Not Applicable</p> <p>The premises are not included in a core sub-precinct or mixed use frame sub-precinct.</p>

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<p>II. obscures views of tall buildings, promoting a fine-grain, human-scaled development at street level;</p> <p>III. sensitively responds to changes in topography and gradients;</p> <p>IV. adds variety and interest to the streetscape;</p> <p>b. provides variation in building form, height and materials, articulation of facades and space to allow for deep planting within the front setback;</p> <p>c. ensures design and siting of buildings above podium allows sufficient space between buildings to allow for breezes and views through the site.</p>	<p>AO9.3 Development involving a commercial podium adjoining a site where residential uses exist at ground or first storey levels ensures that the maximum height of the podium is 2 storeys at that side boundary.</p>	<p>Not Applicable The premises are not included in a core sub-precinct or mixed use frame sub-precinct.</p>
	<p>AO9.4 Development ensures that podiums are built to the side boundary for a minimum distance of 10m from the front property boundary, except where:</p> <ul style="list-style-type: none"> a. there is a requirement for the provision of an overland flow path; b. the development adjoins a property not included within a centre, in which case all parts of the development are set back a minimum of 2m from the boundary with the adjoining land. 	<p>Not Applicable The premises are not included in a core sub-precinct or mixed use frame sub-precinct.</p>
	<p>AO9.5 Development ensures the podium is occupied by commercial uses.</p>	<p>Not Applicable The premises are not included in a core sub-precinct or mixed use frame sub-precinct.</p>
	<p>AO9.6 Development ensures the tower is no more than 75% of the width of the site or a maximum of 30m in any direction, whichever is less, as shown in Figure e. Note—On large sites more than 1 tower will be required to achieve the acceptable outcome.</p>	<p>Not Applicable The premises are not included in a core sub-precinct or mixed use frame sub-precinct.</p>
	<p>AO9.7 Development involving more than 1 tower within a site ensures towers are separated by a distance of at least 12m.</p>	<p>Not Applicable The premises are not included in a core sub-precinct or mixed use frame sub-precinct.</p>
<p>PO10 Development provides landmark sites:</p>	<p>AO10</p>	<p>Not Applicable</p>

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<ul style="list-style-type: none"> a. at key intersections that act as gateways to the Mt Gravatt Central and Upper Mt Gravatt centres; b. that mark the prominence of specific corner sites through their height, siting towards the corner, high-quality design and materials, integrated public space and public artwork. 	<p>Development at key intersections, as shown in Figure a and Figure b, include landmark sites where:</p> <ul style="list-style-type: none"> a. building height and plot ratio comply with provisions for landmark sites in Table 7.2.13.10.3.B; b. overall height is varied by stepping with heights increasing towards the corner; c. buildings include unique roof forms; d. landmark towers are located on the corner within 30m of the corner frontage; e. podium street level incorporates a continuous active frontage with integrated building entries and public spaces at the corner and public artwork; f. podium and tower elements are located towards the corner; g. building materials are varied, high quality and durable, and positively contribute to the design quality of the centre. 	<p>The premises are not included in a core sub-precinct or mixed use frame sub-precinct.</p>
<p>PO11</p> <p>Development contributes to the role of the street as the focus for commercial and community life, and promotes activation and casual surveillance of streets, laneways, arcades, plazas, busway stations and pedestrian/cycle ways, through active uses, building design and site layout.</p>	<p>AO11</p> <p>Development provides active frontage streets specified in Figure a, Figure b and Figure c or adjoining publicly accessible spaces, such as parks, arcades, laneways, town centres, busway stations and pedestrian/cycleways.</p>	<p>Not Applicable</p> <p>The premises are not included in a core sub-precinct or mixed use frame sub-precinct.</p>
<p>If in the Upper Mt Gravatt core sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-001a), where in the Garden City Shopping Centre</p>		
<p>PO12</p> <p>Development involving any redevelopment or expansion of Garden City Shopping Centre where involving more than 6,000m² of additional gross floor area achieves the following:</p> <ul style="list-style-type: none"> a. expands the mix of land uses beyond retail to include office and residential; 	<p>AO12</p> <p>No acceptable outcome is prescribed.</p>	<p>Not Applicable</p> <p>The premises are not included in the Upper Mt Gravatt core sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-001a), in the Garden City Shopping Centre.</p>

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<ul style="list-style-type: none"> b. includes a site layout and built form that visually and physically integrates the site into the area, and improves legibility through the siting of entries/exits, arcades and landmark sites; c. includes highly articulated buildings with significant recesses and projections and a range of building materials (including glass), to visually reduce their bulk and scale and enhance the appearance of the area; d. breaks down the edges of the existing 'big box' and creates active frontages with multiple building breaks for building articulation and separation, pedestrian and vehicular access along Logan Road, Kessels Road, Macgregor Street, Link Road, and provides arcades to add to the vibrancy of the area; e. maximises pedestrian accessibility to and from the site and pedestrian safety through the site, particularly to the busway stations and future bus interchanges, via the introduction of legible arcades with 24-hour access where supported by active frontages as shown in Figure a; f. provides vibrant and safe publicly accessible open spaces in the form of plazas and meeting places integrated with the development; g. site layout and design is in accordance with crime prevention through environmental design principles to achieve public safety; h. includes significant landscaped areas incorporating deep planting; i. screens car parking areas from adjoining streets; j. provides safe and efficient accesses for vehicles (including service vehicles) and internal circulation networks that do not detrimentally impact on the surrounding road network; 		

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<p>k. provides sufficient car parking, servicing and loading/unloading areas;</p> <p>l. facilitates the permeability and connectivity for vehicles and pedestrians to the surrounding road network.</p> <p>Note—A structure plan prepared in accordance with the Structure planning scheme policy can assist in demonstrating the achievement of this outcome.</p>		
<p>If in the Mt Gravatt central mixed use frame sub-precinct (Mt Gravatt corridor neighbourhood plan NPP-002b)</p>		
<p>PO13</p> <p>Development:</p> <p>a. protects and complements the character of the existing retail/commercial centre along Logan Road, between Mountain/Springwood Streets and Virgil Street.</p> <p>b. provides buildings that:</p> <p>I. contribute to a fine-grain urban form and maintain low-scale awnings with parapet facades to the street, similar to traditional buildings in the street;</p> <p>II. create a strong visual interest, and are complementary to the level of detail and articulation of the existing streetscape.</p>	<p>AO13</p> <p>Development ensures buildings fronting Logan Road between Mountain/Springwood Streets and Virgil Street:</p> <p>a. are clearly expressed as individual shop fronts of 10m–15m in width, and of a grain consistent with traditional widths in the street;</p> <p>b. incorporate a continuous awning and parapet;</p> <p>c. have building facades that are articulated through frequent recesses and projections and elements of a finer scale than the main structural framing of the building.</p>	<p>Not Applicable</p> <p>The premises are not included in the Mt Gravatt central mixed use frame sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-002b).</p>
<p>If in the Neighbourhood centre zone on the southern corner of Logan and Kempsie Roads</p>		
<p>PO14</p> <p>Development:</p> <p>a. provides for a mix of uses incorporating small-scale retail and residential activities;</p> <p>b. contributes to the activation and casual surveillance of the street.</p>	<p>AO14.1</p> <p>Development ensures the retail gross floor area does not exceed 750m².</p>	<p>Not Applicable</p> <p>The premises are not included in the Neighbourhood centre zone on the southern corner of Logan and Kempsie Roads.</p>
	<p>AO14.2</p>	<p>Not Applicable</p>

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	Development ensures retail activities are at street level and provide an active frontage along Logan Road and Kempsie Road.	The premises are not included in the Neighbourhood centre zone on the southern corner of Logan and Kempsie Roads.
	A014.3 Development ensures car parking is at the rear or in a basement.	Not Applicable The premises are not included in the Neighbourhood centre zone on the southern corner of Logan and Kempsie Roads.
If in the Kessels Road corridor sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-004a)		
PO15 Development ensures that large-format buildings accommodating showroom centres (bulky goods/retail warehouse uses) continue to be located in this sub-precinct.	A015 Reconfiguring a lot does not realign or create additional smaller lots unless there is a structure plan prepared in accordance with the Structure planning planning scheme policy.	Not Applicable The creation of new lots is not proposed.
PO16 Development includes large floor plates and lot sizes consistent with the role and function of this sub-precinct.	A016 Development has a minimum lot size of 2,500m ² .	Complies The subject premises is in excess of the minimum lot size with the proposal being for the incorporation of access easements only.
PO17 Development provides a landscaped buffer along the common boundary of all adjoining residential uses.	A017 Development provides a minimum 10m wide landscape buffer. Refer to Figure f. Note—The building footprint and basement footprint do not intrude into the landscape buffer.	Not Applicable The proposed change relates to the incorporation of access easements only.
PO18 Development provides an integrated network of access ways and car parking areas that have limited access to arterial roads and which benefit all sites within the sub-precinct.	A018.1 Development does not provide additional vehicular access and servicing is not provided from Mains Road or Kessels Road where alternative access is available.	Complies No new access points are proposed. All vehicular access to the site is to be achieved via the existing left-in, left-out crossover points to Mains Road and Kessels Road.

Performance outcomes	Acceptable outcomes	MNG LandPartners Pty Ltd Response
	<p>AO18.2</p> <p>Development which adjoins a site with a frontage to Mains Road or Kessels Road that has no alternative access other than to these roads provides for access (including manoeuvring space) to the future development of that adjoining site via the development site’s main access point.</p> <p>Note—Easements are created over shared vehicular access ways to benefit all adjoining owners and Council where Council determines these are to serve more than an individual development and property.</p> <p>Refer to Figure f.</p>	<p>Complies</p> <p>No new access points are proposed. All vehicular access to the site is to be achieved via the existing left-in, left-out crossover points to Mains Road and Kessels Road.</p>
<p>If in the Kessels Road corridor sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-004a) or if in the Kessels Road corridor sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-004b)</p>		
<p>PO19</p> <p>Development manages the flood risk and environmental values associated with Mimosa Creek and ensures that structures and people are safe with respect to the flood hazard by:</p> <ul style="list-style-type: none"> a. maintaining the natural drainage system; b. ensuring no loss in the flood conveyance capacity of the Mimosa Creek for all storms; c. ensuring the building location and design is safe by mitigating the flood hazard; d. providing safe egress and emergency access to the site. 	<p>AO19.1</p> <p>Development is not subject to high hazard flood conditions.</p> <p>Note—Compliance with this acceptable outcome can be demonstrated by submitting a hydraulic and hydrology report identifying the site area with a level of risk and flood immunity suitable for development in accordance with the Infrastructure design planning scheme policy and acceptable flood impacts. In some cases, sites will need to be amalgamated to achieve a suitably sized area for development.</p>	<p>Not Applicable</p> <p>The premises is not subject to flood hazard or a waterway corridor and is not located in proximity to Bedser Street or Benaud Street.</p>
	<p>AO19.2</p> <p>Development fronting Bedser Street and Benaud Street provide emergency access in accordance with the flood immunity levels identified in the Infrastructure design planning scheme policy.</p>	<p>Not Applicable</p> <p>The premises is not subject to flood hazard or a waterway corridor and is not located in proximity to Bedser Street or Benaud Street.</p>

Performance outcomes	Acceptable outcomes	MNG LandPartners Pty Ltd Response
	<p>AO19.3</p> <p>Structural elements are outside the waterway corridor and set back a minimum of 5m from the top of the waterway embankment. Note—Structural elements include walls, piers and columns that may interfere with the free flow of water and be susceptible to damage from creek scour.</p>	<p>Not Applicable</p> <p>The premises is not subject to flood hazard or a waterway corridor and is not located in proximity to Bedser Street or Benaud Street.</p>
	<p>AO19.4</p> <p>Cantilevered elements over high-hazard floodway areas must have a minimum clearance of 2m from ground level to the underside of the floor or the relevant flood immunity requirement (whichever is greater).</p>	<p>Not Applicable</p> <p>The premises is not subject to flood hazard or a waterway corridor and is not located in proximity to Bedser Street or Benaud Street.</p>
If in the Everett Street north medium density residential sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-001f)		
<p>PO20</p> <p>Development ensures building bulk and size are consistent with the intent of the area and design complements the natural topography of the area.</p>	<p>AO20.1</p> <p>Development has a minimum site area of 800m² and has a minimum frontage of 20m.</p>	<p>Not Applicable</p> <p>The premises are not included in the Everett Street north medium density residential sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-001f).</p>
	<p>AO20.2</p> <p>Development has a minimum site area of 1,200m² where the site has a slope equal to or greater than 1 in 4.</p>	<p>Not Applicable</p> <p>The premises are not included in the Everett Street north medium density residential sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-001f).</p>
<p>PO21</p> <p>Development must not occur on a site subject to potential landslide.</p>	<p>AO21</p> <p>Development does not occur on land with a slope greater than 1 in 3. Note—A geotechnical report will be required for any development occurring on site with a gradient in excess of 1 in 4.</p>	<p>Not Applicable</p> <p>The premises are not included in the Everett Street north medium density residential sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-001f).</p>
<p>PO22</p>	<p>AO22.1</p>	<p>Not Applicable</p>

Performance outcomes	Acceptable outcomes	MNG LandPartners Pty Ltd Response
<p>Development provides vehicle access, servicing and car parking structures which are designed and located to:</p> <ul style="list-style-type: none"> a. protect the functioning of arterial roads with minimal disruption; b. not visually dominate the site and streetscape; c. protect the safety of pedestrians. 	<p>Development does not provide vehicular access from Mount Gravatt-Capalaba Road.</p>	<p>The premises are not included in the Everett Street north medium density residential sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-001f).</p>
	<p>AO22.2 Development does not provide vehicular access from Newnham Road where alternative access is available.</p>	<p>Not Applicable The premises are not included in the Everett Street north medium density residential sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-001f).</p>
	<p>AO22.3 Development does not provide a net increase in driveway crossovers on Newnham Road.</p>	<p>Not Applicable The premises are not included in the Everett Street north medium density residential sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-001f).</p>
	<p>AO22.4 Development provides car parking and servicing areas at the rear or underneath buildings.</p>	<p>Not Applicable The premises are not included in the Everett Street north medium density residential sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-001f).</p>
	<p>AO22.5 Development ensures driveway crossovers maintain the integrity, quality and primacy of footpaths.</p>	<p>Not Applicable The premises are not included in the Everett Street north medium density residential sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-001f).</p>
<p>If in the Logan Road low to medium density residential sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-003c)</p>		
<p>PO23 Vehicular access is provided from side streets to protect the arterial road function of Logan Road and to improve the safety of pedestrians.</p>	<p>AO23 Vehicular access is provided from Wanda Road.</p>	<p>Not Applicable The premises are not included in the Logan Road low to medium density residential sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-003c).</p>



LANDPARTNERS
Bicycle Network Overlay Code

Table 8.2.20.3.A—Performance outcomes and acceptable outcomes

Performance Outcomes	Acceptable Outcomes	LandPartners Pty Ltd Response
General		
<p>PO1</p> <p>Development contributes to the safe and efficient provision and operation of the bicycle network.</p>	<p>AO1</p> <p>Development provides cycle routes in accordance with the bicycle network classification and design standard identified on the Bicycle network overlay map and set out in the road corridor design and off-road pathways standards of the Infrastructure design planning scheme policy.</p> <p>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>AO1 - Complies</p> <p>Marked on-road bicycle paths have previously been provided to the site frontages.</p>
<p>PO2</p> <p>Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised:</p> <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: <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 	<p>AO2</p> <p>Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following:</p> <ul style="list-style-type: none"> a. for 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 standards for the bicycle network in the Infrastructure design planning scheme policy. 	<p>Complies</p> <p>Marked on-road bicycle paths have previously been provided to the site frontages.</p>

Performance Outcomes	Acceptable Outcomes	LandPartners Pty Ltd Response
<p>ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p> <p>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</p> <p>Development provides for the payment of extra trunk infrastructure costs for the following:</p> <p>a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;</p> <p>b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:</p> <p>i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;</p> <p>ii. long term infrastructure for the bicycle network which is made necessary by development that is not assumed future urban development;</p> <p>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> <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</p>	<p>AO3</p> <p>No acceptable outcome is prescribed.</p>	<p>Not Applicable</p> <p>Extra trunk infrastructure for the bicycle network is not required.</p>

Performance Outcomes	Acceptable Outcomes	LandPartners Pty Ltd Response
with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.		
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		Not Applicable The subject site is not adjacent to or traversed by the Riverwalk–Typology 1 sub-category or Riverwalk–Typology 2 sub-category.

Road Hierarchy Overlay Code

Table 8.2.18.3—Performance outcomes and acceptable outcomes

Performance Outcome	Acceptable Outcomes	LandPartners Pty Ltd Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
PO1 Development ensures that: <ul style="list-style-type: none"> a. vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: <ul style="list-style-type: none"> I. the road hierarchy shown on the Road hierarchy overlay map; II. public transport operations; III. pedestrian and cyclist movement; b. the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas; c. site access driveways in the road area accommodate all turns only when such 	AO1.1 Development ensures that an access driveway is provided from: <ul style="list-style-type: none"> a. a minor road; b. a district road or suburban road if the development has high traffic-generating potential. 	Not Applicable No new access driveways are proposed.
	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.	Not Applicable No new access driveways are proposed.
	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	Not Applicable No new uses are proposed.

<p>arrangements are safe and can be demonstrated to not inhibit transport system operation</p>	<p>road hierarchy to which the site 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>Not Applicable No changes are proposed to the existing/approved access points with the left-in, left-out arrangements to be maintained.</p>
	<p>AO1.5 Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street.</p>	<p>Not Applicable No new access driveways are proposed.</p>
<p>Section B—If for assessable development for a material change of use</p>		
<p>PO2 Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.</p>	<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>Not Applicable. The proposed change relates to the incorporation of access easements only which are to be created over previously approved/constructed driveways and access crossovers.</p>
	<p>AO2.2 Development mitigates an impact on the road hierarchy if the development: <ul style="list-style-type: none"> a. is for a major development; or b. involves an access driveway to a major road; or c. involves an access driveway within 100m of a signalised intersection. <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>	<p>Not Applicable. The proposed change relates to the incorporation of access easements only which are to be created over previously approved/constructed driveways and access crossovers.</p>



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Section C—If for assessable development for a material change of use or reconfiguring of a lot		
<p>PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.</p>	<p>AO3 No acceptable outcome is prescribed.</p>	<p>Not Applicable. The proposed change relates to the incorporation of access easements only which are to be created over previously approved/constructed driveways and access crossovers. It is noted that the premises is located at the intersection of Mains Road and Kessels Road which is a State-controlled intersection that has been subject to significant upgrades over time. No further widening or upgrade of the intersection is currently planned.</p>
<p>PO3A 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 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</p>	<p>AO3A No acceptable outcome is prescribed.</p>	<p>Not Applicable Extra trunk infrastructure is not required.</p>

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<p>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 Planning Act 2016.</p>		
<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</p> <p>Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised:</p> <ol style="list-style-type: none"> a. the long term infrastructure for the road network in the Long term infrastructure plans; b. the existing and planned infrastructure for the road network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the road network which: <ol 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>AO4</p> <p>Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following:</p> <ol style="list-style-type: none"> a. for the long term infrastructure for the road network, the Long term infrastructure plans; b. for existing and planned infrastructure for the road network, the Local government infrastructure plan; c. the standards for the road network in the Infrastructure design planning scheme policy. 	<p>Not Applicable</p> <p>The subject site is located at the intersection of Mains Road and Kessels Road which is a State-controlled intersection which has been subject to significant upgrades over time. No further widening or upgrade of the intersection is currently planned.</p>
<p>Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy</p>		
<p>PO5</p>	<p>AO5</p>	<p>Not Applicable</p>

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<p>Development ensures that a new road connection provides:</p> <ul style="list-style-type: none"> a. safe, efficient and convenient connectivity of the new road to the major road network; b. a minimum number of intersections to the major road network. 	<p>Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.</p>	<p>No new road is proposed.</p>
<p>PO6</p> <p>Development ensures that an extension of or change to the road network:</p> <ul style="list-style-type: none"> a. provides internal connectivity and connects to the external road network; b. provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; c. provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; d. includes the provision of bus routes that provide ease of access to bus customers; e. minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; f. provides a street layout that minimises travel time and traffic volumes on minor roads; g. provides high permeability for pedestrian and cycle networks; h. provides safe accessibility to lots by having more than one street providing access to the area; i. preserves the function of the road hierarchy and addresses all impacts to the road network. 	<p>AO6.1</p> <p>Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy.</p>	<p>Not Applicable</p> <p>No new road is proposed.</p>
<p>PO6</p> <p>Development ensures that an extension of or change to the road network:</p> <ul style="list-style-type: none"> a. provides internal connectivity and connects to the external road network; b. provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; c. provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; d. includes the provision of bus routes that provide ease of access to bus customers; e. minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; f. provides a street layout that minimises travel time and traffic volumes on minor roads; g. provides high permeability for pedestrian and cycle networks; h. provides safe accessibility to lots by having more than one street providing access to the area; i. preserves the function of the road hierarchy and addresses all impacts to the road network. 	<p>AO6.2</p> <p>Development preserves the function of the road hierarchy and addresses all impacts on the road network.</p> <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 and the Infrastructure design planning scheme policy (Traffic impact assessment and definitions section).</p>	<p>Not Applicable</p> <p>No new road is proposed.</p>
<p>PO7</p>	<p>AO7</p>	<p>Not Applicable</p>

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Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.	Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	No new road is proposed.
PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map.	AO8 Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	Not Applicable No new road is proposed.

Streetscape Hierarchy Overlay Code

Table 8.2.20.3.A—Performance outcomes and acceptable outcomes

Performance Outcomes	Acceptable Outcomes	LandPartners Pty Ltd Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	AO1 Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	Not Applicable The subject site is located at the intersection of Mains Road and Kessels Road which is a State-controlled intersection which has been subject to significant upgrades over time.
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.	Complies No street trees are to be removed as result of the development.
	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	Not Applicable. The application is for access easements only which are to be created over previously approved/constructed driveways and access crossovers. No changes are

	corridor design standards in the Infrastructure design planning scheme policy.	required to the verges.
Section B—If for assessable development		
<p>PO3</p> <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"> a. facilitates a high level of pedestrian movement and activity; b. enforces the sense of arrival to individual precincts and major connections; c. provides a landmark definition through its materials and landscaping including deep- planting feature trees, seating and public art that integrates with the public realm. 	<p>AO3.1</p> <p>Development ensures that a corner land dedication is provided:</p> <ul style="list-style-type: none"> a. where identified in the Streetscape hierarchy overlay map; b. in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy. 	<p>Not Applicable</p> <p>A corner land dedication is not required. It is noted that Mains Road and Kessels Road are State-controlled roads.</p>
	<p>AO3.2</p> <p>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>Not Applicable</p> <p>A corner land dedication is not required. It is noted that Mains Road and Kessels Road are State-controlled roads.</p>
	<p>AO3.3</p> <p>Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.</p>	<p>Not Applicable</p> <p>A corner land dedication is not required. It is noted that Mains Road and Kessels Road are State-controlled roads.</p>
If in or on a site adjoining the Wildlife movement solution sub-category		
<p>PO4</p> <p>Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.</p>	<p>AO4</p> <p>Development ensures that infrastructure solutions are:</p> <ul style="list-style-type: none"> a. provided at the locations identified on the Streetscape hierarchy overlay map; 	<p>Not Applicable</p> <p>The subject site is not in or adjoining a Wildlife Movement Corridor.</p>

	<p>b. designed to:</p> <ul style="list-style-type: none"> I. account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; II. achieve physical separation of native wildlife and the road; III. adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code. <p>Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design</p>	
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Specialised Centre Code

Performance Outcomes	Acceptable Outcomes	MNG LandPartners Pty Ltd Response
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, including activities or operations associated with rubbish trucks, delivery vehicles, patrons, plant, motors, exhaust fans and other equipment, are:</p> <ul style="list-style-type: none"> a. consistent with reasonable community expectations for the use and consistent with the purpose of the zone or zone precinct; b. controlled so that the use does not impact on the amenity of residences within the building within which the use is located, and nearby sensitive uses. 	<p>AO1.1 Development with a rear or side boundary to a sensitive use, limits the hours of operation for the non-residential component of the development to between 7am and 6pm.</p> <p>AO1.2 Development limits the operation of delivery vehicles to between 7am and 6pm Monday to Saturday, excluding public holidays.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the hours of operation for the existing approved land uses.</p> <p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the hours of operation for the existing approved land uses.</p>

<p>PO2</p> <p>Development complies with the noise (planning) criteria in Table 9.3.25.3.B, low frequency noise criteria in Table 9.3.25.3.C and night-time noise criteria in Table 9.3.25.3.D at a sensitive use.</p>	<p>AO2</p> <p>Development does not generate noise which is clearly audible and creates a disturbance within a sensitive use.</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the operation for the existing approved land uses.</p>
<p>PO3</p> <p>Development:</p> <ul style="list-style-type: none"> a. avoids or minimises air emissions; b. complies with the following criteria at a sensitive use: <ul style="list-style-type: none"> i. air quality (planning) criteria in Table 9.3.25.3.E; ii. odour criteria in Table 9.3.25.3.F. 	<p>AO3.1</p> <p>Development:</p> <ul style="list-style-type: none"> a. does not involve activities that generate air emissions, including odour, dust, fumes or smoke beyond the site; b. ensures that if food odour is released, exhaust is discharged vertically and directed away from a sensitive use and exhaust vents are separated from a sensitive use by the following distances: <ul style="list-style-type: none"> i. a minimum of 6m horizontally; ii. a minimum of 2m above a thoroughfare or roof with regular foot traffic. 	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses.</p>
	<p>AO3.2</p> <p>Development ensures that vents and exhausts for a below-ground car park or bus station are separated by a minimum 15m from a sensitive use.</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses.</p>
<p>PO4</p> <p>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>AO4</p> <p>Development ensures that air conditioning, refrigeration and other mechanical plant, vents, exhausts and refuse and recycling storage areas are:</p> <ul style="list-style-type: none"> a. located so that they are not visually obtrusive when viewed from the street; b. screened from an adjacent sensitive use 	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses.</p>
<p>PO5</p> <p>Development ensures that the risk to public safety,</p>	<p>AO5</p> <p>Development does not include the storage of dangerous</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of</p>

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<p>property and the environment from technological hazards such as fire, explosion and toxic release from the development achieves the hazard and risk criteria in Table 9.3.25.3.H.</p>	<p>goods and combustible liquids above the volumes and quantities identified in Table 9.3.25.3.G.</p>	<p>access easements only. No changes are proposed to the existing approved land uses.</p>
<p>PO6 Development provides complementary uses which:</p> <ul style="list-style-type: none"> a. support and enhance the purpose of the zone precinct; b. do not limit or compromise the purpose of the zone precinct; c. do not compromise the commercial, retail or community service role and function of nearby centres. 	<p>AO6 Development:</p> <ul style="list-style-type: none"> a. serves the needs of workers, visitors or businesses established or envisaged on the site; b. does not target visitors not otherwise visiting the site; c. has a direct relationship with businesses and activities on the site; d. does not conflict with the establishment or ongoing operation of uses on the site. 	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses.</p>
<p>PO7 Development for urban purposes is serviced adequately with:</p> <ul style="list-style-type: none"> a. water supply which meets the stated standard of service for intended use and fire-fighting purposes; b. waste disposal. 	<p>AO7 Development is provided with:</p> <ul style="list-style-type: none"> a. reticulated water supply; b. reticulated sewerage or appropriate on-site sewerage, if the development has no access to a reticulated sewer. 	<p>Complies The proposal will continue to be serviced by reticulated water supply.</p>
<p>PO8 Development in the City core and City frame as identified in Figure a in the Transport, access, parking and servicing code provides parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.</p>	<p>AO8 Development in the City core and City frame as identified in Figure a of the Transport, access, parking and servicing code apply parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>Not Applicable The premises is not located within the City core or City frame.</p>
<p>PO9 Development outside of the City core and City frame as identified in Figure a of the Transport, access, parking</p>	<p>AO9 Development outside of the City core and City frame as identified Figure a in the Transport, access, parking and</p>	<p>Complies The proposed change relates to the incorporation of access easements only. No changes are proposed to the</p>

<p>and servicing code provides the number of on-site parking spaces to accommodate design peak parking demands without overflow parking to an adjacent premises or adjacent streets.</p>	<p>servicing code provides on-site parking numbers:</p> <ul style="list-style-type: none"> a. in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or b. that does not result in on-street parking if no parking standards are identified in the Transport, access, parking and servicing planning scheme policy. 	<p>existing approved car parking on site and no changes to the approved land uses is sought that would alter parking demand.</p>
<p>PO10 Development of outdoor lighting does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.</p>	<p>AO10.1 Development ensures that the technical parameters, design, installation, operation and maintenance of outdoor lighting complies with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only.</p>
	<p>AO10.2 Development of floodlighting is restricted to the types that give no upward component of light where mounted horizontally, such as a full cut off luminaire.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only.</p>
<p>Section B—If for assessable development</p>		
<p>PO11 Development or redevelopment for a purpose not anticipated in the relevant Specialised centre zone precinct:</p> <ul style="list-style-type: none"> a. is safe, well designed and integrated with the surrounding area; b. offers compensatory community benefits. 	<p>AO11 No acceptable outcome is prescribed.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses.</p>
<p>PO12 Development not typically anticipated in the relevant Specialised centre zone precinct does not hinder or constrain the ongoing operation and future economic opportunities of uses expected within the relevant</p>	<p>AO12 No acceptable outcome is prescribed.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses.</p>

Specialised centre zone precinct.		
<p>PO13</p> <p>Development provides complementary uses which:</p> <ul style="list-style-type: none"> a. support and enhance the purpose of the zone precinct; b. do not limit or compromise the purpose of the zone precinct; c. do not compromise the commercial, retail or community service role and function of nearby centres. 	<p>AO13</p> <p>Development:</p> <ul style="list-style-type: none"> a. serves the needs of workers, visitors or businesses established or envisaged on the site; b. does not target visitors not otherwise visiting the site; c. has a direct relationship with businesses and activities on the site; d. does not conflict with the establishment or ongoing operation of uses on the site. 	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses.</p>
<p>PO14</p> <p>Development results in building height, scale and bulk which:</p> <ul style="list-style-type: none"> a. is consistent with the purpose of the zone precinct; b. is compatible with the predominant built form of nearby buildings in the locality or where planned for the site through a neighbourhood plan; c. provides a scale transition between large specialised centre buildings and surrounding residential areas and the streetscape; d. minimises the visual impacts of the sometimes large-scale built form typically associated with the relevant Specialised centre zone precinct; e. ensures the proposed use does not overshadow adjoining residential premises or public open spaces. 	<p>AO14.1</p> <p>Development has the following gross floor area:</p> <ul style="list-style-type: none"> a. the maximum gross floor area in a neighbourhood plan applying to the site; or b. specified in Section C of this code if the maximum gross floor area is not specified in a neighbourhood plan; or c. a maximum site cover of 35% if the maximum gross floor area is not specified in a neighbourhood plan or in Section C of this code. 	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses. The proposed change does not result in an increase to gross floor area or site cover.</p>
	<p>AO14.2</p> <p>Development has:</p> <ul style="list-style-type: none"> a. the building height specified in a neighbourhood plan applying to the site; or b. the building height specified in Section C of this code, if the maximum building height is not specified in a neighbourhood plan; or c. a maximum building height of 3 storeys, if a maximum building height is not specified in a neighbourhood plan or in Section C of this code. 	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses. The proposed change does not result in a change to the approved building height.</p>

	<p>AO14.3 Development ensures that the building height of a building within 10m of a sensitive use is stepped down to a maximum of 2 storeys and 9.5m.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses. The proposed change does not result in a change to the approved building height.</p>
<p>PO15 Development adjacent to or opposite an existing residential or other sensitive use ensures that site layout, building setbacks, landscaping and buffering:</p> <ul style="list-style-type: none"> a. are compatible in appearance and arrangement with nearby premises; b. ensure adverse amenity impacts associated with the use are ameliorated. 	<p>AO15.1 Development ensures that setbacks of buildings and other structures from the primary street frontage are a minimum of 6m.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses. The proposed change does not result in a change to the approved setbacks.</p>
	<p>AO15.2 Development provides a landscaped strip of a minimum width of 3m along the frontage of the site.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No change to the approved landscaping arrangements is sought.</p>
	<p>AO15.3 Development located across a street from a sensitive use provides articulation and variations in the building line setback at least every 10m.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses. The proposed change does not result in a change to the approved built form.</p>
	<p>AO15.4 Development with a rear or side boundary to a sensitive use ensures that:</p> <ul style="list-style-type: none"> a. the building setback from the boundary is a minimum of 3m or half the height of the building at that point, whichever is greater; b. the boundary is landscaped with mature trees of a type appropriate for the locality, planted at 	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses. The proposed change does not result in a change to the approved built form.</p>

	<p>intervals that screen between the development and the sensitive use;</p> <p>c. an acoustic and visual screen fence of at least 1.8m high is erected and maintained along the entire length of the boundary where adjoining sensitive uses.</p>	
<p>PO16 Development for the storage of goods, containers, materials, machinery or tools on-site ensures that they:</p> <ul style="list-style-type: none"> a. are stored in a safe manner; b. do not detract from the visual amenity of the local area; c. have a minimal impact on the residential amenity of premises surrounding the site. 	<p>AO16 Development for a storage area for goods, containers, materials, machinery or tools of trade associated with the development is not visible from the primary street frontage, by:</p> <ul style="list-style-type: none"> a. locating the storage area within a building; or b. locating the storage areas at the rear of a building; or c. locating any outdoor hardstand storage areas at least 3m from the primary street frontage and providing and maintaining a continuous landscape screening strip of a minimum 3m wide along the frontage of the site. 	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses.</p>
<p>PO17 Development of a public plaza:</p> <ul style="list-style-type: none"> a. is provided where identified in a neighbourhood plan or master plan; b. designed and sited to: <ul style="list-style-type: none"> i. promote pedestrian and cyclist movement; ii. link with public transport interchanges; iii. provide options for the flexible use of the space by the community; iv. encourage a high level of accessibility 	<p>AO17 Development designs a new public plaza or enhances an existing public plaza, in compliance with the specifications of the Infrastructure design code and Infrastructure design planning scheme policy.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No public plaza is proposed or required on the premises.</p>

and activation.		
<p>PO18</p> <p>Development provides a building form and design, including building facades, elevations, openings and setbacks, which are varied by elements such as awnings, articulated wall panels, windows, sun protection, planting, recesses, splays and projections, and a range of materials, colours, textures or artworks to:</p> <ul style="list-style-type: none"> a. activate and address street frontages; b. reduce building bulk; c. avoid large blank walls; d. reduce the height impact of the building and vary the vertical profile. 	<p>AO18.1</p> <p>Development provides a building design which incorporates articulated walls with horizontal and vertical variation, solids and voids, shadow, detail and colour to reduce the impacts of building height and expansive blank walls.</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the approved built form.</p>
	<p>AO18.2</p> <p>Development ensures that the length of a uniform treatment of elevations above ground level without variation, articulation or openings is no more than 30m.</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the approved built form.</p>
	<p>AO18.3</p> <p>Development maximises recessed forms and openings around the building perimeter to allow external spaces to merge with building interiors and enhance subtropical design outcomes, except where safety and security would be compromised.</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the approved built form.</p>
	<p>AO18.4</p> <p>Development for a semi-enclosed arcade and shaded walkway is provided at the ground storey of a building adjoining a pedestrian route, using awnings, pergolas or other devices which may be suspended, freestanding, supported on columns or cantilevered.</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the approved built form.</p>
	<p>AO18.5</p> <p>Development incorporates external landscaping or planting on upper building levels, particularly on podiums or roof decks if the building design allows.</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the approved built form.</p>
<p>PO19</p> <p>Development for a building is to be finished with high-quality materials, selected for their durability and the contribution they make to the character and function of the zone precinct.</p>	<p>AO19</p> <p>Development provides materials and finishes which are easily maintained and do not readily stain, discolour or deteriorate.</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the approved built form.</p>

<p>PO20</p> <p>Development ensures that:</p> <ul style="list-style-type: none"> a. roofs are not cluttered by plant and equipment; b. building caps, parapets, skillions and rooftops contribute to the architectural distinction of the building and create a coherent roofscape in the zone precinct; c. services structures, lift motor rooms and mechanical plant are designed as an architectural feature of the building or are screened; d. where rooftops are used for open space, plant and equipment is visually and acoustically screened from the communal open space; e. the rooftop is designed to enable future inclusion of communication structures or telecommunications infrastructure in an unobtrusive manner. 	<p>AO20</p> <p>No acceptable outcome is prescribed.</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the approved built form.</p>
<p>PO21</p> <p>Development provides a high-quality streetscape through landscape and footpath works which are consistent with the desired role and function of the street in the Streetscape hierarchy overlay map.</p>	<p>AO21</p> <p>Development provides for street trees, furniture, lighting, footpath and kerb treatments in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. The proposed change will not impact on the delivery of any approved infrastructure.</p>
<p>PO22</p> <p>Development ensures the building siting and design achieves a pleasant and manageable environment by allowing a passage of cooling breezes, and employing sun-control devices, to reduce glare, shade buildings and maintain comfortable indoor temperatures.</p>	<p>AO22.1</p> <p>Development use is orientated to allow good access to sunlight and breezes.</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the approved built form or building orientation.</p>
	<p>AO22.2</p> <p>Development ensures that the window placement and internal layout allows cross ventilation.</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the approved built form or building orientation.</p>
<p>PO23</p>	<p>AO23.1</p>	<p>Not Applicable</p>

Development of the building has regard for any wind generation or wind tunnel effects it may cause.	Development of outdoor pedestrian spaces is protected from adverse wind impacts.	The proposed change relates to the incorporation of access easements only. No changes are proposed to the approved built form or building orientation.
	AO23.2 Development of ventilation in and around buildings is promoted through appropriate building forms, breezeways, open courtyards and landscaped areas.	Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the approved built form or building orientation.
PO24 Development for a building does not incorporate types of glass or other surfaces likely to reflect specular rays that could create undue nuisance, discomfort or hazard to uses in the zone precinct or surrounding locality.	AO24.1 Development ensures that the reflectivity of roofing materials does not impact on the amenity of adjoining premises.	Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the approved roof design or materials.
	AO24.2 Development ensures that any wall or glass material has: <ol style="list-style-type: none"> a. a level of light reflectivity of not greater than 20%; b. a level of heat transmission of not less than 20%. 	Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the approved design or materials.
PO25 Development for a fence or non-building wall: <ol style="list-style-type: none"> a. is visually attractive and contributes to or blends with planted landscaping and building materials; b. is designed and detailed to provide visual interest to the streetscape; c. provides an effective visual and acoustic screen to an adjoining sensitive use; d. assists in highlighting entrances and pedestrian paths. 	AO25 Development for a fence and non-building wall: <ol style="list-style-type: none"> a. if having a common boundary with a sensitive use, is a minimum of 2m high, acoustic fence and incorporates planted landscaping; b. if an extension of a retaining wall or earth batter, is landscaped or planted. 	Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to any approved fence or non-building walls.
PO26 Development provides appropriate screening and buffering to a neighbouring sensitive use so that the visual amenity is maintained or improved.	AO26.1 <ol style="list-style-type: none"> a. Development provides: b. if a building wall with no openings is the closest element of the proposal to a residential area, a densely planted landscaped buffer at least 3m wide; or c. if a building wall with openings is the closest 	Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to any approved fence or non-building walls.

	<p>element of the proposal to the residential area, a densely planted landscaped and screened buffer area at least 6m wide.</p>	
	<p>AO26.2 Development provides buffers along the common side and rear boundaries, which consists of tall trees and shrubs, including a mix of fast-growing pioneer species and mature stock of slower growing permanent species, that will form a complete visual screen of a minimum 4m in height with 3 years of planting.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the approved landscaping.</p>
	<p>AO26.3 Development of all external areas are landscaped or sealed.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the approved landscaping.</p>
<p>PO27 Development provides vehicular movement areas and pedestrian and vehicular accesses to the specialised centre use that are designed and located to:</p> <ul style="list-style-type: none"> a. minimise on-site and off-site safety hazards and conflicts between pedestrians and vehicles; b. minimise impacts on local traffic; c. ensure the use is highly accessible, with convenient and efficient pedestrian or vehicular ingress to or egress from the premises; d. reduce the visual amenity impacts on the streetscape and adjoining residential premises; e. integrate different components of the site or zone precinct, and not quarantine any elements of the development. 	<p>AO27.1 Development ensures buildings and activity areas are located to prevent potentially hazardous vehicular or pedestrian movements.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the approved on-site access and manoeuvring.</p>
	<p>AO27.2 Development minimises the number of vehicle accesses from the street.</p>	<p>Complies The proposed change relates to the incorporation of access easements only. No new access points are proposed. All vehicular access to the site is to be achieved via the existing left-in, left-out crossover points to Mains Road and Kessels Road.</p>
	<p>AO27.3 Development ensures that the location of accesses maintains the integrity, quality and primacy of footpaths, with convenient and safe pedestrian access provided to the site, along building edges, and through car parks.</p>	<p>Complies The proposed change relates to the incorporation of access easements only. No new access points are proposed. All vehicular access to the site is to be achieved via the existing left-in, left-out crossover points to Mains Road and Kessels Road.</p>
	<p>AO27.4 Development provides clear, continuous, convenient and safe walking and cycling access from nearby centres,</p>	<p>Complies The proposed change relates to the incorporation of access easements only. No new access points are</p>

	adjoining tenancies, public transport infrastructure and other public areas.	proposed.
	<p>AO27.5</p> <p>Development provides finished levels that allow easy pedestrian, cyclist, vehicular and car parking interconnection between premises and buildings within the zone precinct.</p>	<p>Complies</p> <p>The proposed change relates to the incorporation of access easements only. No new access points are proposed.</p>
	<p>AO27.6</p> <p>Development provides common accesses and consolidated parking areas which are shared by different activities and land uses within the zone precinct.</p>	<p>Complies</p> <p>The proposed change relates to the incorporation of access easements only. No new access points are proposed. All vehicular access to the site is to be achieved via the existing left-in, left-out crossover points to Mains Road and Kessels Road.</p>
<p>PO28</p> <p>Development designs and locates car parking areas to ensure that employee, patron and visitor parking do not detract from the amenity of nearby residential areas and the streetscape.</p>	<p>AO28.1</p> <p>Development of all car parking, servicing activities and deliveries occur on site.</p>	<p>Complies</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved on-site car parking and servicing are proposed.</p>
	<p>AO28.2</p> <p>Development of large areas of car parking is interspersed with buildings, shade structures or landscaping, to reduce visual prominence.</p>	<p>Complies</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved on-site car parking are proposed.</p>
	<p>AO28.3</p> <p>Development for car parks maintains the amenity of the street and adjacent premises by locating car parking:</p> <ul style="list-style-type: none"> a. at the rear of buildings; or b. if the site is opposite a sensitive zone, at-grade in the front setback, other than the landscaped buffer. 	<p>Complies</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved on-site car parking are proposed.</p>
	<p>AO28.4</p> <p>Development provides a minimum 2m wide landscaped buffer along the common side and rear boundaries between vehicle accesses and parking and movement</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved on-site car parking and servicing are</p>

	<p>areas, and a sensitive use.</p>	<p>proposed.</p>
	<p>AO28.5 Development ensures car parking areas used at night are acoustically screened from adjoining residential dwellings.</p>	<p>Complies The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved on-site car parking areas are proposed.</p>
	<p>AO28.6 Development for a multistorey above-ground parking structure ensures that:</p> <ul style="list-style-type: none"> a. the facade avoids sloping ramps, strong horizontal banding of spandrel beams, or features with an excessive vertical emphasis; b. openings in parking structure facades are screened to hide the parking operation. 	<p>Not Applicable A multistorey above-ground parking structure is not proposed as part of the development.</p>
<p>PO29 Development ensures servicing, storage, and waste disposal and 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 the public domain are minimised. 	<p>AO29</p> <ul style="list-style-type: none"> a. Development reduces the visual impacts of loading bays, site storage and access points for waste collection by: b. buffering with appropriate landscaping; c. locating away from public spaces, primary street frontages and sensitive uses. 	<p>Complies The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved access and servicing are proposed.</p>
<p>PO30 Development ensures that landscape design:</p> <ul style="list-style-type: none"> a. contributes positively to the subtropical character, amenity and microclimate of the site and streetscape; b. maximises passive cooling and heating within the site; c. creates an attractive street frontage, where planting enhances the view of the use from key public vantage points and residential areas; d. incorporates bold landscape elements that complement the scale and bulk of the built form 	<p>AO30 Development ensures that landscaping design, location and species selection of street trees and planting beds is integrated with the building design and site layout and is in compliance with the Landscape work code and Planting species planning scheme policy.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved landscaping.</p>

<p>associated with the use.</p>		
<p>PO31 Development on a site larger than 1000m² which allows for the placement of underground services and structures incorporates deep planting which:</p> <ul style="list-style-type: none"> a. is established in the natural ground and is open to the sky, with access to light and rainfall; b. is sited to retain significant trees or grouped with deep-planted areas on an adjacent site; c. is planted with large subtropical tree species which, at maturity are complementary in scale and height to the building form; d. balances hardstand areas and provides shade and informal recreation spaces which are of a size and layout directly accessible from ground storey building tenancies or the street frontage. 	<p>AO31.1 Development provides deep planting which:</p> <ul style="list-style-type: none"> a. incorporates subtropical tree species in compliance with the Planting species planning scheme policy; b. is located to retain and augment existing large trees on site, and achieves continuity with deep planting adjoining the site. 	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved landscaping.</p>
	<p>AO31.2 Development ensures that the development footprint provides for a minimum 10% of the site to be allocated for deep planting, with a minimum dimension of 4m in any direction.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved landscaping.</p>
	<p>AO31.3 Development ensures that each deep-planting area has a minimum area of 25m².</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved landscaping.</p>
	<p>AO31.4 Development ensures that each deep-planting area is directly accessible from the ground storey of development.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved landscaping.</p>
<p>PO32 Development provides landscaping and shade trees for at-grade car parks and along accesses and movement areas to:</p> <ul style="list-style-type: none"> a. provide shade for pedestrians; b. provide legibility and enhance pedestrian safety; c. soften the built form and improve the urban landscape amenity. 	<p>AO32.1 Development provides shade trees in open-air car parking areas at a ratio of 1 tree for each 6 car parking spaces.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved landscaping.</p>
	<p>AO32.2 Development provides trees planted in car parking areas in compliance with the Landscape work code and the Planting species planning scheme policy.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved landscaping.</p>
	<p>AO32.3 Development provides a minimum 2m wide landscaped</p>	<p>Not Applicable The proposed change relates to the incorporation of</p>

	<p>buffer along common side and rear boundaries between vehicle accesses and parking and movement areas, and a sensitive use.</p>	<p>access easements only. No changes are proposed to the existing approved landscaping.</p>
<p>PO33 Development presents vacant land as attractive temporary parkland.</p>	<p>AO33 Development ensures that if a building is demolished and, for whatever reason, redevelopment is delayed for more than 3 months, the following works are carried out:</p> <ul style="list-style-type: none"> a. the site is cleared of all rubble, debris and demolition materials; b. the site is levelled to the same level as the adjoining footpath and turfed so it can be mowed; c. the site is landscaped with perimeter planting consisting of advanced specimens of fast-growing species in accordance with the Planting species planning scheme policy; d. drainage is provided to prevent ponding; e. the site is maintained so there is no sediment run-off onto adjacent premises, roads or footpaths; f. the site is maintained to ensure no nuisance to adjacent premises, roads or footpaths; g. public access is provided where public safety can be maintained. 	<p>Not Applicable The proposal does not involve the demolition of a building on the premises.</p>
<p>PO34 Development adjoining or opposite major transport infrastructure:</p> <ul style="list-style-type: none"> a. provides a high level of personal and community safety; b. facilitates physical and visual integration with the station. 	<p>AO34 Development adjoining or opposite major transport infrastructure:</p> <ul style="list-style-type: none"> a. creates a vibrant and attractive street-level environment that activates edges adjoining the transport infrastructure; b. maintains views and enables casual surveillance of surrounding streets and public spaces and transport infrastructure entry points and platforms; 	<p>Not Applicable The proposal does not adjoin major transport infrastructure.</p>

	<ul style="list-style-type: none"> c. facilitates safe, logical and direct pedestrian access to the transport infrastructure station entry points. 	
<p>PO35</p> <p>Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p>AO35</p> <p>Development incorporates the key elements of crime prevention through environmental design in its layout, building and 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 ownerships 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 design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. 	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses. The proposed change does not result in a change to the approved built form and retains key elements of crime prevention through environmental design.</p>
<p>PO36</p> <p>Development reduces the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p>AO36</p> <p>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 canvases through access control techniques; b. reducing potential canvases through canvas reduction techniques; 	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses. The proposed change does not result in a change to the approved built form, site layout or landscaping.</p>

	c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.	
Section C—If for assessable development in a particular zone precinct		
If in the Specialised centre zone – Large format retail zone precinct		
<p>PO37</p> <p>Development for reconfiguring a lot ensures the dimensions of a lot are of a size and shape which cater for large format retail activities, where any requirements in relation to plot ratio, gross floor area, site cover, setbacks, car parking and other standards required by the planning scheme or a building regulation can continue to be met.</p>	<p>AO37</p> <p>No acceptable outcome is prescribed.</p>	<p>Not Applicable</p> <p>The proposal is not for reconfiguring a lot.</p>
<p>PO38</p> <p>Development is appropriate to the specific nature, function and large-scale built form typically associated with the Large format retail zone precinct.</p>	<p>AO38</p> <p>Development ensures that the premises are:</p> <ul style="list-style-type: none"> a. used for the sale or hire of goods of a bulky nature; b. not used for day-to-day retailing functions for the sale of food, clothing items, footwear or personal effects, unless their sale is ancillary to the sale or hire of bulky goods. 	<p>Complies</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses.</p>
<p>PO39</p> <p>Development provides a composition of uses which minimises competition impacts on the surrounding centres network and reduces demand for private vehicle travel by consumers seeking convenience services.</p>	<p>AO39</p> <p>Development does not include centre activities such as supermarkets, restaurants, department stores and grouped small-scale tenancies.</p>	<p>Complies</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses.</p>
<p>PO40</p> <p>Development has a site area, layout, building orientation and setbacks which:</p> <ul style="list-style-type: none"> a. are commensurate with the intent of the Large format retail zone precinct for the display and sale of bulky goods; 	<p>AO40.1</p> <p>Development has a site cover which does not exceed 45%.</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved site cover.</p>
	<p>AO40.2</p> <p>Development provides a minimum 15m setback from the</p>	<p>Not Applicable</p> <p>The proposed change relates to the incorporation of</p>

<p>b. minimise amenity impacts on an adjoining sensitive use, or where viewed from the road.</p>	<p>building to the primary street frontage.</p>	<p>access easements only. No changes are proposed to the existing approved setbacks.</p>
<p>PO41 Development building height and scale is appropriate for the display and sale of bulky goods.</p>	<p>AO41.1 Development has a maximum building height of: a. 15m; or b. 9.5m within 20m of land in the Character residential zone or Low density residential zone.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved building height.</p>
	<p>AO41.2 Development for the purpose of retailing bulky goods has a minimum tenancy size of 500m².</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses and gross floor area.</p>
	<p>AO41.3 Development provides tenancies with large floor plates designed for large format bulky goods retailing activities such as showrooms that may be sleeved by smaller tenancies fronting the external environment, to: a. activate the building facade; b. provide spaces for complementary uses such as food kiosks that serve visitors and employees in the zone precinct.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved land uses and gross floor area.</p>
<p>PO42</p>	<p>AO42.1 Development is orientated to address the highest order street frontage.</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the orientation of the existing approved land uses.</p>
	<p>AO42.2 a. Development results in a building design that provides for facade articulation which incorporates: b. freestanding wall panels;</p>	<p>Not Applicable The proposed change relates to the incorporation of access easements only. No changes are proposed to the existing approved built form.</p>

	<ul style="list-style-type: none"> c. pedestrian awnings to the front and side elevations; d. articulated wall panels; e. textural and material variation. 	
	<p>AO42.3</p>	<p>Not Applicable</p>
<p>PO43</p> <p>Development minimises impacts on local traffic and streetscape amenity, being located and designed to:</p> <ul style="list-style-type: none"> a. facilitate safe and efficient accessibility from higher order roads; b. create an internal integrated vehicle circulation system between sites; c. minimise the number of vehicle accesses; d. accommodate convenient vehicle access, servicing, loading, parking and manoeuvring areas for customers, visitors, employees and service providers; e. minimise traffic hazards and inconvenience to pedestrians moving through and around the site. 	<p>AO43.1</p> <p>Development is not accessed from a minor road.</p>	<p>Complies</p> <p>No new access points are proposed. All vehicular access to the site is to be achieved via the existing left-in, left-out crossover points to Mains Road and Kessels Road.</p>
	<p>AO43.2</p> <p>Development for all parking, manoeuvring, loading and servicing occurs on site.</p>	<p>Complies</p> <p>No new access points are proposed. All vehicular access to the site is to be achieved via the existing left-in, left-out crossover points to Mains Road and Kessels Road. No changes are proposed to the on-site manoeuvring, loading and servicing.</p>
	<p>AO43.3</p> <p>Development provides integrated car parking and access between adjoining large format retail premises through the creation of internal easements and shared access driveways and car parking.</p>	<p>Complies</p> <p>No new access points are proposed. All vehicular access to the site is to be achieved via the existing left-in, left-out crossover points to Mains Road and Kessels Road. The proposed change relates to the inclusion of approved access easements within the development permit to ensure the formalisation of all access arrangements.</p>
	<p>AO43.4</p> <p>Development located opposite a residential area may provide parking at-grade in the front setback, other than the landscaped buffer, to provide greater horizontal separation between residences across the road and the large format retail premises.</p>	<p>Not Applicable</p> <p>The proposal is not located opposite to a residential area.</p>

If in the Specialised centre zone – Marina zone precinct		
<p>PO44</p> <p>Development ensures that the height and design of buildings and other structures unique to marina activities respects the amenity of the foreshore location.</p>	<p>AO44.1</p> <p>Development has a maximum building height of 14m if a mixed use development that combines marina-related activities and short-term accommodation for tourists.</p>	<p>Not Applicable</p> <p>The premises is not located within the Specialised centre zone - Marina zone precinct.</p>
	<p>AO44.2</p> <p>Development of boat storage racks and other infrastructure such as cranes are located to minimise impacts on the visual amenity of the streetscape and nearby residential premises.</p>	<p>Not Applicable</p> <p>The premises is not located within the Specialised centre zone - Marina zone precinct.</p>
<p>PO45</p> <p>Development of maritime facilities and structures such as batters, revetment and retaining walls, marina basin lock systems and seawalls, are designed and constructed using proven methods, materials and technology to ensure:</p> <ul style="list-style-type: none"> a. structural soundness, integrity, stability, safety and longevity; b. ease of maintenance; c. minimum whole-of-life cost; d. impacts from flooding, water seepage, tidal influences and hydrodynamic changes are minimised; e. an attractive appearance appropriate to the surrounding area. 	<p>AO45</p> <p>Development of maritime facilities and structures are designed and constructed in compliance with the standards for the structures in the Infrastructure design planning scheme policy, and certified by a Registered Professional Engineer Queensland.</p>	<p>Not Applicable</p> <p>The premises is not located within the Specialised centre zone - Marina zone precinct.</p>
<p>PO46</p> <p>Development for small-scale office uses is limited and established only if the office has a direct association with the marina activities.</p>	<p>AO46</p> <p>Development of an office is complementary to the marina activities and has a maximum gross floor area of 250m².</p>	<p>Not Applicable</p> <p>The premises is not located within the Specialised centre zone - Marina zone precinct.</p>
<p>PO47</p> <p>Development provides for safe public access along the</p>	<p>AO47</p> <p>Development provides a pedestrian movement corridor</p>	<p>Not Applicable</p> <p>The premises is not located within the Specialised centre</p>

water's edge to and from publicly accessible areas or other maritime facilities.	which is a minimum of 4m wide along the water's edge from the top edge of the bank, to allow for public access along the water frontage and to maritime facilities.	zone - Marina zone precinct.
If in the Specialised centre zone – Mixed industry and business zone precinct		
PO48 Development ensures that the height and design of buildings and other structures is commensurate to the nature and function of industrial, manufacturing or distribution activities typical within the Mixed industry and business zone precinct, with taller structures provided if required for specific industrial processes.	AO48 Development has a maximum building height of: <ul style="list-style-type: none"> a. 15m; or b. 9.5m within 20m of land in the Character residential zone or Low density residential zone. 	Not Applicable The premises is not located within the Specialised centre zone - Mixed industry and business zone precinct.
PO49 Development protects nearby sensitive uses from unreasonable visual and amenity impacts.	AO49 Development of higher impact activities, large-scale built form and intensive uses are located centrally on the site to provide separation from a sensitive use on adjoining premises.	Not Applicable The premises is not located within the Specialised centre zone - Mixed industry and business zone precinct.
PO50 Development may provide for complementary uses such as food and drink outlets, offices, finance services, community facilities and convenience shops that complement mixed industry and business uses in the zone precinct, where they: <ul style="list-style-type: none"> a. provide goods and services that directly serve the needs of local businesses and the immediate workforce within the zone precinct; b. are established at accessible locations; c. do not compromise the commercial, retail or community service role and function of nearby centre activities; d. will not prejudice the establishment or operation of the primarily industrial uses within the area. 	AO50 Development of a tenancy for a complementary use does not result in a total gross floor area, excluding any external dining areas, that exceeds: <ul style="list-style-type: none"> a. 1,000m² for a community facilities node; b. 1,000m² for an office; c. 250m² all other complementary uses. 	Not Applicable The premises is not located within the Specialised centre zone - Mixed industry and business zone precinct.
PO51	AO51	Not Applicable

Development site layout and arrangement of lots provides for a wide range of industry and business uses and facilitates opportunities for future reconfiguring a lot use adaptations to meet emerging industry demands.	Development provides a minimum: <ul style="list-style-type: none"> a. lot size of 1,000m²; b. site frontage width of 20m. 	The premises is not located within the Specialised centre zone - Mixed industry and business zone precinct.
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Industry Code

Performance Outcomes	Acceptable Outcomes	MNG LandPartners Pty Ltd Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
<p>PO1</p> <p>Development:</p> <ul style="list-style-type: none"> a. avoids or minimises air emissions; b. complies with the following criteria in a sensitive zone, and at a sensitive use in a rural zone: <ul style="list-style-type: none"> i. air quality (planning) criteria in Table 9.3.12.3.B; ii. the odour criteria in Table 9.3.12.3.C; iii. the health risk assessment criteria in Table 9.3.12.3.D. 	<p>AO1.1</p> <p>Development for a warehouse in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. does not involve activities that generate air emissions from the site; b. does not involve unsealed roads, driveways and vehicle manoeuvring areas. 	<p>Not applicable</p> <p>The proposal is not for a warehouse.</p>
	<p>AO1.2</p> <p>Development for low impact industry in the Low impact industry zone or General industry A zone precinct of the Industry zone or Mixed industry and business zone precinct or Major education and research facility zone precinct of the Specialised centre zone:</p> <ul style="list-style-type: none"> a. does not involve activities that generate air emissions from the site; b. does not involve unsealed roads, driveways and vehicle manoeuvring areas. 	<p>Not applicable</p> <p>The proposal is not located within the Low impact industry zone or General industry A zone precinct of the Industry zone or Mixed industry and business zone precinct or Major education and research facility zone precinct of the Specialised centre zone.</p>
	<p>AO1.3</p> <p>Development for research and technology industry in the Mixed use zone or Mixed industry and business zone precinct or Major education and research facility zone</p>	<p>Not applicable</p> <p>The proposal is not for research and technology industry.</p>

	<p>precinct of the Specialised centre zone:</p> <ul style="list-style-type: none"> a. does not involve activities that generate air emissions from the site; b. does not involve unsealed roads, driveways and vehicle manoeuvring areas. 	
	<p>AO1.4 Development for educational establishment in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. does not involve activities that generate air emissions from the site; b. does not involve unsealed roads, driveways and vehicle manoeuvring areas. 	<p>Not applicable The proposal is not for an educational establishment.</p>
	<p>AO1.5 Development for a medium impact industry A does not involve unsealed roads and:</p> <ul style="list-style-type: none"> a. does not involve activities that generate air emissions from the site; or b. is located at least 150m from a sensitive zone. 	<p>Not applicable The proposal is not for medium impact industry A.</p>
	<p>AO1.6 Development for a medium impact industry B does not involve unsealed roads and:</p> <ul style="list-style-type: none"> a. does not involve activities that generate air emissions from the site; or b. is located at least 250m from a sensitive zone. 	<p>Not applicable The proposal is not for medium impact industry B.</p>
	<p>AO1.7 Development for a high impact industry where not a concrete batching plant, does not involve an activity which generates air emissions from the site.</p>	<p>Not applicable The proposal is not for high impact industry.</p>
	<p>AO1.8 Development for a concrete batching plant:</p> <ul style="list-style-type: none"> a. complies with the air quality and dust section of 	<p>Not applicable The proposal is not for a concrete batching plant.</p>

	<p>the Concrete batching plants planning scheme policy;</p> <p>b. is located a minimum of 250m from a sensitive zone or sensitive use.</p>	
	<p>AO1.9 Development for a renewable energy facility does not involve an activity which generates air emissions beyond the site.</p>	<p>Not applicable The proposal is not for a renewable energy facility.</p>
	<p>AO1.10 No acceptable outcome is prescribed for development for a special industry.</p>	<p>Not applicable The proposal is not for special industry.</p>
	<p>AO1.11 No acceptable outcome is prescribed for development in any other zones not listed above.</p>	<p>Complies The proposed change is for the incorporation of access easements only. The proposal will continue to manage air emissions in accordance with the existing approval.</p>
<p>PO2 Development complies with the noise (planning) criteria in Table 9.3.12.3.E, low frequency noise criteria in Table 9.3.12.3.F and night-time noise criteria in Table 9.3.12.3.G.</p>	<p>AO2.1 Development for a warehouse in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <p>a. operates:</p> <p>i. between 7am and 7pm Monday to Saturday excluding public holidays; or</p> <p>ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone;</p> <p>b. is conducted wholly indoors except where located a minimum of 250m from a sensitive zone;</p> <p>c. does not receive deliveries between 7pm and 7am.</p>	<p>Not applicable The proposal is not for a warehouse.</p>
	<p>AO2.2 Development for low impact industry in the Low impact industry zone or General industry A zone precinct of the Industry zone or Mixed industry and business zone precinct</p>	<p>Not applicable The proposal is not located within the Low impact industry zone or General industry A zone precinct of the Industry zone or Mixed industry and business zone</p>

	<p>or Major education and research facility zone precinct of the Specialised centre zone:</p> <ul style="list-style-type: none"> a. operates: <ul style="list-style-type: none"> i. between 7am and 7pm Monday to Saturday excluding public holidays; or ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; b. is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; c. does not receive deliveries between 7pm and 7am. 	<p>precinct or Major education and research facility zone precinct of the Specialised centre zone.</p>
	<p>AO2.3</p> <p>Development for medium impact industry A in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. operates: <ul style="list-style-type: none"> i. between 7am and 7pm Monday to Saturday excluding public holidays; or ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; b. is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; c. does not receive deliveries between 7pm and 7am. 	<p>Not applicable</p> <p>The proposal is not for medium impact industry A.</p>
	<p>AO2.4</p> <p>Development for medium impact industry B in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. operates: <ul style="list-style-type: none"> i. between 7am and 7pm Monday to Saturday excluding public holidays; or ii. so it is not clearly audible from a 	<p>Not applicable</p> <p>The proposal is not for medium impact industry B.</p>

	<p>residential zone, or a sensitive use in a centre zone;</p> <p>b. is conducted wholly indoors except where located a minimum of 250m from a sensitive zone;</p> <p>c. does not receive deliveries between 7pm and 7am.</p>	
	<p>AO2.5</p> <p>Development for research and technology industry in the Low impact industry zone or General industry A zone precinct of the Industry zone or Mixed use zone or Mixed industry and business zone precinct or Major education and research facility zone precinct of the Specialised centre zone:</p> <p>a. operates:</p> <p>i. between 7am and 7pm Monday to Saturday excluding public holidays; or</p> <p>ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone;</p> <p>b. is conducted wholly indoors except where located a minimum of 250m from a sensitive zone;</p> <p>c. does not receive deliveries between 7pm and 7am.</p>	<p>Not applicable</p> <p>The proposal is not for research and technology industry.</p>
	<p>AO2.6</p> <p>Development for an educational establishment in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <p>a. operates:</p> <p>i. between 7am and 7pm Monday to Saturday excluding public holidays; or</p> <p>ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone;</p> <p>b. is conducted wholly indoors except where located a minimum of 250m from a sensitive zone;</p>	<p>Not applicable</p> <p>The proposal is not for an educational establishment.</p>

	c. does not receive deliveries between 7pm and 7am.	
	<p>AO2.7 Development for a car wash where in a zone in the Centre zones category only operates between 7am to 6pm, including deliveries.</p>	<p>Not applicable The proposal is not for a car wash.</p>
	<p>AO2.8 Development for a car wash in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. operates between 7am and 7pm Monday to Saturday excluding public holidays; or b. is not clearly audible from a residential zone or sensitive use in a centre zone. 	<p>Not applicable The proposal is not for a car wash.</p>
	<p>AO2.9 Development for medium impact industry in the General industry B zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. does not involve outdoor activities between 7pm and 7am; or b. is not clearly audible from a use in a residential zone, or a sensitive use in a centre zone; or c. is in a location at least 500m from a sensitive zone. 	<p>Not applicable The proposal is not for medium impact industry.</p>
	<p>AO2.10 Development for a high impact industry does not involve an activity that generates noise emissions from the site.</p>	<p>Not applicable The proposal is not for high impact industry.</p>
	<p>AO2.11 Development for a concrete batching plant is located a minimum of 500m from a sensitive zone.</p>	<p>Not applicable The proposal is not for a concrete batching plant.</p>
	<p>AO2.12 No acceptable outcome is prescribed for development for</p>	<p>Not applicable The proposal is not for special industry.</p>

	a special industry.	
	<p>AO2.13</p> <p>Development for a renewable energy facility does not generate noise which is clearly audible and creates a disturbance at a sensitive zone.</p>	<p>Not applicable</p> <p>The proposal is not for a renewable energy facility.</p>
	<p>AO2.14</p> <p>No acceptable outcome is prescribed for development in any other zones not listed above.</p>	<p>Complies</p> <p>The proposed change is for the incorporation of access easements only. The proposal will continue to manage noise emissions in accordance with the existing approval.</p>
<p>PO3</p> <p>Development minimises the risk to public safety, property and the environment from technological hazards such as fire, explosion and toxic release and achieves the hazard and risk criteria in Table 9.3.12.3.I.</p>	<p>AO3</p> <p>Development does not include the storage of dangerous goods and combustible liquids above the volumes/quantities identified in Table 9.3.12.3.H.</p>	<p>Not applicable</p> <p>The proposal does not involve the storage of dangerous goods or combustible liquids above the volumes identified in Table 9.3.12.3.H.</p>
<p>PO4</p> <p>Development for a warehouse in the General industry C zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. is limited to large format logistics and distribution centres; b. requires separation from sensitive uses provided by the precinct due to potential amenity impacts from the scale and intensity of operation; c. does not compromise the long-term capacity of the precinct to meet demand for high impact industry. 	<p>AO4</p> <p>Development for a warehouse in the General industry C zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. is a minimum gross floor area of 10,000m² (per tenancy/unit); b. operates 24 hours a day and seven days a week; c. involves access and servicing by B-double or Over-dimensional vehicles; d. is described as a major development in the Transport, access, parking and servicing planning scheme policy; e. does not involve a self-storage facility. 	<p>Not applicable</p> <p>The proposal is not for a warehouse.</p>
<p>PO5</p> <p>Development on land used for urban purposes is serviced adequately with:</p> <ul style="list-style-type: none"> a. water supply which meets the stated standard of service for intended use and fire-fighting 	<p>AO5</p> <p>Development provides all lots with:</p> <ul style="list-style-type: none"> a. reticulated water supply; b. reticulated sewerage or an appropriate on-site sewerage service where the development does not 	<p>Complies</p> <p>The proposed change is for the incorporation of access easements only. All lots will continue to be provided with access to reticulated water supply and sewerage.</p>

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<p>purposes; b. waste disposal.</p>	<p>provide access to reticulated sewer for all lots.</p>	
<p>PO6 Development in the City core and City frame area indicated in Figure a of the Transport, access, parking and servicing code provides car parking spaces at a rate which discourages private car use and encourages walking, cycling and the use of public transport.</p>	<p>AO6 Development in the City core and City frame area indicated in Figure a of the Transport, access, parking and servicing code provides car parking spaces at the maximum parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>Not applicable The proposal is not located within the City core or City frame area.</p>
<p>PO7 Development outside of the City core and City frame area indicated in Figure a of the Transport, access, parking and servicing code provides for the number of on-site parking spaces required to accommodate design peak parking demands without overflow parking to an adjoining premises or adjoining streets.</p>	<p>AO7 Development outside of the City core and City frame area indicated in Figure a of the Transport, access, parking and servicing code provides a number of on-site car parking spaces: a. in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or b. which does not result in on-street parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.</p>	<p>Complies The proposal is for the incorporation of access easements only. No changes are proposed to the existing approved car parking arrangements on site.</p>
<p>PO8 Development provides for outdoor lighting which does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.</p>	<p>AO8.1 Development provides for outdoor lighting with technical parameters, design, installation, operation and maintenance which is in compliance with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting.</p>	<p>Complies The proposal is for the incorporation of access easements only. No changes are proposed to the lighting on site.</p>
	<p>AO8.2 Development ensures that floodlighting is restricted to the type that gives no upward component of light where mounted horizontally, such as a full cut off luminaire.</p>	<p>Not applicable The proposal is for the incorporation of access easements only. No floodlighting is proposed.</p>
<p>Additional performance outcomes and acceptable outcomes where involving an extension to an existing premises or a new premises</p>		
<p>PO9</p>	<p>AO9.1</p>	<p>Not applicable</p>

<p>Development is designed and constructed to prevent the emission of contaminants to surface water or groundwater.</p>	<p>Development ensures that liquid or solid wastes, other than stormwater, are not discharged to land or waters.</p>	<p>The proposal is for the incorporation of access easements only. No discharge of waste is proposed as part of the change application.</p>
	<p>AO9.2</p> <p>Development where not for a concrete batching plant ensures that the storage of contaminating substances or areas where potentially contaminating activities are conducted, are:</p> <ul style="list-style-type: none"> a. roofed or covered to prevent the ingress of rainfall and run-off, and that roof water is piped away from an area of potential spills or contamination; b. paved with an impervious surface and bunded so that any spills are retained on site for removal. 	<p>Not applicable</p> <p>The proposal does not involve the storage of contaminating substances.</p>
	<p>AO9.3</p> <p>Development for a concrete batching plant complies with the surface and groundwater protection section of the Concrete batching plant planning scheme policy.</p>	<p>Not applicable</p> <p>The proposal is not for a concrete batching plant.</p>
	<p>AO9.4</p> <p>Development involving storing or dispensing of petroleum manages discharges to the stormwater system in compliance with the surface and groundwater protection section of the Storage and dispensing of petroleum products planning scheme policy.</p>	<p>Not applicable</p> <p>The proposal does not involve the storing or dispensing of petroleum.</p>
<p>PO10</p> <p>Development includes spill management and stormwater treatment systems for fuel dispensing areas that achieve the stormwater treatment criteria in Table 9.3.12.3.K.</p>	<p>AO10</p> <p>Development:</p> <ul style="list-style-type: none"> a. does not include fuel dispensing; or b. complies with the surface water and groundwater protection standards of the Storage and dispensing of petroleum products planning scheme policy; c. includes fuel dispensing areas that are drained to a containment vessel having no connection to sewer or stormwater in compliance with the fuel dispensing area standards of the Storage and 	<p>Not applicable</p> <p>The proposal does not involve the storing or dispensing of petroleum.</p>

	dispensing of petroleum products planning scheme policy.	
<p>PO11</p> <p>Development is designed and constructed to prevent ground contamination.</p>	<p>AO11</p> <p>Development:</p> <ul style="list-style-type: none"> a. ensures that there is no underground fuel storage on the site; or b. where involving storing and dispensing of petroleum complies with the surface and groundwater protection section of the Storage and dispensing of petroleum products planning scheme policy. 	<p>Not applicable</p> <p>The proposal does not involve the storing or dispensing of petroleum.</p>
<p>PO12</p> <p>Development:</p> <ul style="list-style-type: none"> a. is of a scale and design which contributes positively to the visual character of the area, especially as seen from the street; b. is easily accessible and legible; c. designs and locates vehicle unloading and outdoor storage areas to be unobtrusive from the street; d. is designed to accommodate the car parking and servicing demands of the wide range of industry and warehouse uses supported in the relevant zone or zone precinct. 	<p>AO12.1</p> <p>Development has a maximum site cover which is:</p> <ul style="list-style-type: none"> a. 75% in the Industry investigation zone, Low impact industry zone and Industry zone; b. 25% in the Special industry zone and Extractive industry zone. 	<p>Not applicable</p> <p>The proposal is located within the Specialised Centre zone.</p>
	<p>AO12.2</p> <p>Development has a maximum building height of 15m.</p>	<p>Complies</p> <p>The proposal is for the incorporation of access easements only. No change is proposed to the existing approved buildings on site.</p>
	<p>AO12.3</p> <p>Development ensures that no part of any building or structure is closer than 6m to any street frontage.</p>	<p>Complies</p> <p>The proposal is for the incorporation of access easements only. No change is proposed to the existing approved buildings on site.</p>
	<p>AO12.4</p> <p>Development ensures that:</p> <ul style="list-style-type: none"> a. the main pedestrian entry to the building is: <ul style="list-style-type: none"> i. easily identifiable; ii. clearly visible; iii. directly accessible from the street; b. the ground storey offices, display windows and 	<p>Complies</p> <p>The proposal is for the incorporation of access easements only. No change is proposed to the existing approved buildings on site.</p>

	entrance foyers are orientated towards the street frontage.	
	<p>AO12.5</p> <p>Development provides street numbers and building and tenancy names which are displayed at the ground storey and are clearly identifiable from the street.</p>	<p>Complies</p> <p>The proposal is for the incorporation of access easements only. No change is proposed to the existing approved buildings on site.</p>
<p>PO13</p> <p>Development provides landscaping:</p> <ul style="list-style-type: none"> a. areas in locations where planting will ameliorate the view of the development from major public vantage points; b. to the site frontage which makes a positive contribution to the streetscape and incorporates bold landscape elements that complement the scale and bulk of the industrial form. 	<p>AO13.1</p> <p>Development provides landscaping which:</p> <ul style="list-style-type: none"> a. covers a minimum of 3% of the site; b. includes a landscaped strip along the site frontage with a minimum width of 2m; c. includes a landscape strip along any frontage or boundary with a motorway or arterial road of 3m. 	<p>Complies</p> <p>The proposal is for the incorporation of access easements only. No change is proposed to the existing approved landscaping on site.</p>
	<p>AO13.2</p> <p>Development provides tree planting to site frontages which will achieve a canopy spread over 50% of the site frontage within 5 years of planting.</p>	<p>Complies</p> <p>The proposal is for the incorporation of access easements only. No change is proposed to the existing approved landscaping on site.</p>
	<p>AO13.3</p> <p>Development provides shade trees in a car parking area at a ratio of 1 tree for each 6 car parking spaces.</p>	<p>Complies</p> <p>The proposal is for the incorporation of access easements only. No change is proposed to the existing approved landscaping on site.</p>
	<p>AO13.4</p> <p>Development provides large trees and spreading ground covers in all landscape areas within the site.</p>	<p>Complies</p> <p>The proposal is for the incorporation of access easements only. No change is proposed to the existing approved landscaping on site.</p>
	<p>AO13.5</p> <p>Development provides, in an area where screening or buffering is required, large screening shrubs of an appropriate density and size to complement the scale and bulk of the subject building.</p>	<p>Complies</p> <p>The proposal is for the incorporation of access easements only. No change is proposed to the existing approved landscaping on site.</p>
PO14	AO14	Not applicable

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<p>Development creates a socially, visually and physically amenable work environment.</p>	<p>Development provides an on-site recreation area for staff which:</p> <ul style="list-style-type: none"> a. includes seating, tables and rubbish bins; b. is adequately protected from the weather; c. is safely accessible to all staff; d. is separate and private from public areas; e. is located away from a noisy or odorous activity. 	<p>The proposal is for the incorporation of access easements only. No change is proposed to staff recreation areas.</p>
<p>PO15</p> <p>Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p>AO15</p> <p>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 public and private ownerships 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 design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets and communal areas. 	<p>Complies</p> <p>The proposal is for the incorporation of access easements only. No change is proposed to the existing approved crime prevention through environmental design practices on site.</p>
<p>PO16</p> <p>Development minimises opportunities for graffiti and</p>	<p>AO16</p> <p>Development incorporates graffiti and vandalism</p>	<p>Complies</p> <p>The proposal is for the incorporation of access easements</p>

<p>vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p>prevention techniques in its layout, building or structure design and landscaping, by:</p> <ul style="list-style-type: none"> a. denying access to potential canvases through access control techniques; b. reducing potential canvases through canvas reduction techniques; c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. 	<p>only. No change is proposed to the design and layout of existing approved buildings on site.</p>
<p>PO17 Development is serviced adequately with:</p> <ul style="list-style-type: none"> a. refuse disposal; b. telecommunications; c. energy supply. 	<p>AO17.1 Development is provided with and connected to electricity and telecommunications.</p>	<p>Complies The proposal is for the incorporation of access easements only. All uses will continue to be connected to electricity and telecommunications.</p>
	<p>AO17.2 Development does not impede existing refuse removal provisions and provides for a dedicated area or system to ensure adequate access to and removal of refuse.</p>	<p>Complies The proposal is for the incorporation of access easements only. No changes are proposed to the existing refuse facilities and servicing.</p>
<p>PO18 Development is situated on a site which is provided with a constructed road access, frontage treatment and access crossings to an appropriate urban standard.</p>	<p>AO18 Development is provided with the following works which are constructed to the applicable design standard for comparable new subdivision requirements:</p> <ul style="list-style-type: none"> a. concrete kerb and channel; b. paved roadway; c. a constructed walkway or repair of any damage to any walkway caused by construction or operational activities; d. drainage works; e. services conduits 	<p>Complies The proposal is for the incorporation of access easements only. All road and kerb upgrades have been provided as part of the existing approval and no change is proposed as part of the change application.</p>
<p>PO19 Development is provided with adequate vehicle access to service the uses proposed for the site, including a safe and easily accessible vehicle movement layout.</p>	<p>AO19 Development provides for all vehicles, including servicing and waste disposal vehicles, to enter and exit the site in forward gear, and comply with the car parking design and site access guidelines in the Transport, access, parking and</p>	<p>Complies The proposal is for the incorporation of access easements only. All access and servicing will continue to be provided in accordance with the existing approval.</p>

	servicing planning scheme policy.	
Section B—If assessable development		
Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises within 150m of a sensitive zone other than for research and technology industry in the Mixed use zone		
PO20 Development for a building: <ul style="list-style-type: none"> a. is reasonably compatible in appearance and scale with nearby residential buildings; b. ensures that the reflectivity of roofing materials or solar panel systems does not impact on the amenity of adjoining premises. 	AO20.1 Development has a maximum building height of 9.5m within 20m of a sensitive zone.	Not Applicable The proposed change is for the incorporation of access easements only and does not involve a new or extension to an existing premises.
	AO20.2 Development has buildings which are constructed with brick, painted concrete or masonry and does not incorporate highly reflective materials.	Not Applicable The proposed change is for the incorporation of access easements only and does not involve a new or extension to an existing premises.
Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises where the site is on the opposite side of the road to a sensitive zone other than for research and technology industry in the Mixed use zone		
PO21 Development has a site layout which presents attractively with landscaping and building to a sensitive zone.	AO21 Development ensures that: <ul style="list-style-type: none"> a. the only activity located between the frontage landscape strip and the building is car parking for visitors and staff; b. the building is located towards the front boundary behind the frontage landscape strip; c. all other on-site activity, outdoor storage of vehicles, goods or material, open storage and servicing is located at the rear of the building and is not visible from the road. 	Not Applicable The proposed change is for the incorporation of access easements only and does not involve a new or extension to an existing premises.
Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises where the site has a common side or rear boundary with a site where in a zone in the Residential zones category other than for research and technology industry in the Mixed use zone		
PO22 Development provides: <ul style="list-style-type: none"> a. appropriate screening and buffering to neighbouring residential areas so that the amenity of these areas is maintained or 	AO22.1 Development provides parking and outdoor storage areas which are screened from a zone in the Residential zones category and residential dwellings.	Not Applicable The proposed change is for the incorporation of access easements only and does not involve a new or extension to an existing premises.
	AO22.2	Not Applicable

<p>improved;</p> <p>b. landscaping of the site to present attractively to a residential area, with fencing and landscaping used to screen site activities from view.</p>	<p>Development on a site where a zone in the Residential zones category adjoins the rear of the site ensures that the rear wall of the new industrial building is constructed from side boundary to side boundary.</p>	<p>The proposed change is for the incorporation of access easements only and does not involve a new or extension to an existing premises.</p>
	<p>AO22.3</p> <p>Development ensures that:</p> <p>a. where a building wall with no openings is orientated to a zone in the Residential zones category, a densely planted landscaped buffer at least 3m wide is provided; or</p> <p>b. where a building wall with openings is orientated to a zone in the Residential zones category, a densely planted landscaped and screened buffer area at least 6m wide is provided.</p>	<p>Not Applicable</p> <p>The proposed change is for the incorporation of access easements only and does not involve a new or extension to an existing premises.</p>
	<p>AO22.4</p> <p>Development provides landscape buffers consisting of tall trees and shrubs, including a mix of fast-growing pioneer species and mature stock of slower growing permanent species, which will form a complete visual screen of a minimum of 4m in height within 3 years of planting.</p>	<p>Not Applicable</p> <p>The proposed change is for the incorporation of access easements only and does not involve a new or extension to an existing premises.</p>
<p>Additional performance outcomes and acceptable outcomes if a food and drink outlet, indoor sport and recreation or a shop</p>		
<p>PO23</p> <p>Development:</p> <p>a. is in a highly accessible location;</p> <p>b. does not contribute to strip development along arterial roads;</p> <p>c. must not introduce non-local traffic into minor roads.</p>	<p>AO23</p> <p>Development is to be on a site that:</p> <p>a. is located on either a district road or a suburban road;</p> <p>b. does not have a boundary to an arterial road.</p>	<p>Not applicable</p> <p>The proposal does not involve a food and drink outlet, indoor sport and recreation or a shop.</p>
<p>PO24</p> <p>Development does not:</p> <p>a. create an unplanned centre through a clustering</p>	<p>AO24.1</p> <p>Development is not located on a site:</p> <p>a. adjoining a zone in the Centre zones category;</p>	<p>Not applicable</p> <p>The proposal does not involve a food and drink outlet, indoor sport and recreation or a shop.</p>

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<p>of non-industrial uses;</p> <p>b. cause an incremental extension to the edge of an existing centre through sequential development of multiple non-industrial uses;</p> <p>c. locate in proximity to an existing centre or non-industrial use of a similar nature;</p> <p>d. compromise the industrial function of an industrial area.</p>	<p>b. within 400m walking distance from the perimeter of a zone in the Centre zones category;</p> <p>c. adjoining a site in the Commercial character building overlay.</p>	
	<p>AO24.2 Development for a food and drink is not located within 400m walking distance of an existing or approved premises containing a food and drink outlet.</p>	<p>Not applicable The proposal does not involve a food and drink outlet.</p>
	<p>AO24.3 Development for a shop is not located within 400m walking distance of an existing or approved premises containing a shop.</p>	<p>Not applicable The proposal does not involve a shop.</p>
	<p>AO24.4 Development for indoor sport and recreation is not located within 800m walking distance of an existing or approved premises containing indoor sport and recreation.</p>	<p>Not applicable The proposal does not involve indoor sport and recreation.</p>
<p>PO25 Development for a food and drink outlet or shop is low key in scale, nature and employment and of an appropriate size to serve the needs of the local industrial workforce and does not detrimentally impact on the primary industrial function of an area.</p>	<p>AO25 Development for a food and drink outlet or shop does not exceed a gross floor area of 250m².</p>	<p>Not applicable The proposal does not involve a food and drink.</p>
<p>PO26 Development for indoor sport and recreation is only located in the Low impact industry zone and is low key in scale, nature and employment, and of an appropriate size to serve the needs of the local industrial workforce and does not detrimentally impact on the primary industrial function of the area.</p>	<p>AO26 Development for indoor sport and recreation is only located in the Low impact industry zone and does not exceed a gross floor area of 400m².</p>	<p>Not applicable The proposal does not involve indoor sport and recreation.</p>
<p>PO27 Development for indoor sport and recreation:</p> <p>a. is located, designed and constructed to achieve the air quality (planning) criteria in Table</p>	<p>AO27 Development for indoor sport and recreation is located no closer to an industrial use than the distance stated in Table 9.3.12.3.J.</p>	<p>Not applicable The proposal does not involve indoor sport and recreation.</p>

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<p>9.3.12.3.B, odour criteria in Table 9.3.12.3.C and health risk criteria in Table 9.3.12.3.D;</p> <p>b. does not compromise the intended industrial function of land in the Industry zone, General industry B zone precinct and General industry C zone precinct, and Special industry zone.</p>		
<p>PO28</p> <p>Development complies with the noise (planning) criteria in Table 9.3.12.3.E, low frequency noise criteria in Table 9.3.12.3.F and night-time noise criteria in Table 9.3.12.3.G.</p>	<p>AO28</p> <p>Development where in the Low impact industry zone or General industry A zone precinct of the Industry zone has hours of operation which are limited to 6am to 7pm Monday to Saturday excluding public holidays.</p>	<p>Not applicable</p> <p>The proposal does not involve a food and drink outlet, indoor sport and recreation or a shop.</p>
<p>Additional performance outcomes and acceptable outcomes if an educational establishment</p>		
<p>PO29</p> <p>Development:</p> <ul style="list-style-type: none"> a. demonstrates a clear nexus with local industrial activities; b. services the local industrial workforce; c. does not adversely impact on the continued operation of nearby industrial uses 	<p>AO29</p> <p>Development:</p> <ul style="list-style-type: none"> a. is only for trade or industry related training; b. does not involve overnight accommodation on premises. 	<p>Not applicable</p> <p>The proposal does not involve an educational establishment.</p>

Infrastructure Design Code

The proposed change seeks to incorporate the existing approved access easements for the approved uses on site. No changes are proposed to the approved use and access and servicing will continue to be provided in accordance with the approved development permit. As such further assessment against the requirements of the Infrastructure Design Code is not considered warranted.

Landscape Work Code

The proposed change seeks to incorporate the existing approved access easements for the approved uses on site. No changes are proposed to existing or approved site landscaping and as such further assessment of the Landscape Work Code is not required.

Outdoor Lighting Code

The proposed change seeks to incorporate the existing approved access easements for the approved uses on site. No changes are proposed to the approved use and access and servicing will continue to be provided in accordance with the approved development permit. As such further assessment of the Outdoor Lighting Code is not required

Stormwater Code

The proposed change seeks to incorporate the existing approved access easements for the approved uses on site. No changes are proposed to the approved use and access and servicing will continue to be provided in accordance with the approved development permit. As such no changes are proposed to the existing stormwater management systems on the premises with no further assessment required against the Stormwater Code.

Transport, Access, Parking and Servicing Code

The proposed change seeks to incorporate the existing approved access easements for the approved uses on site. No changes are proposed to the existing access points to the premises, with the easements established over the existing and approved driveway areas. The easements have been configured to ensure the continued provision of access, driveway, parking, servicing and manoeuvring areas to the existing approved developments on the premises. As such no further assessment is required against the Transport, Access, Parking and Servicing Code.

Wastewater Code

The proposed development will remain connected to appropriate urban services, including a reticulated water supply network and reticulated sewage network. On-site wastewater system for effluent disposal is not required for this development and therefore this code is not applicable to this type of development.